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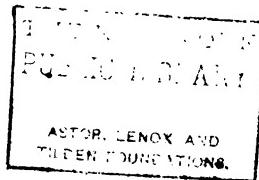


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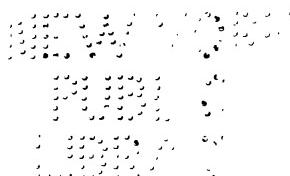


KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

ROYAL PACKET COMPANY'S OFFICE AT WELTEVREDEN.



GUIDE THROUGH NETHERLANDS INDIA, COMPILED BY ORDER OF THE KONINKLIJKE PAKETVAART MAATSCHAPPIJ (ROYAL PACKET COMPANY), BY J. F. VAN BEMMELEN AND G. B. HOOYER. TRANSLATED FROM THE DUTCH BY B. J. BERRINGTON. — NEW EDITION, REVISED BY OTTO KNAAP.



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SPECIAL REMARKS FOR STRANGERS.

Money.

The currency in the Dutch Indies has the same value as that in Holland, and, for the coins from half a guilder upwards, is identical. Only the banknotes (of the Dutch-Indian Government and of the Java Bank) and the small coins (change) are different in stamp.

Gold is used in pieces of 10 guilders. The silver guilder is the standard coin; its value amounts to 1s. 8½d.

<i>Silver Coins</i> —Rijksdaalder (<i>ringgit</i>)	2.50	guilders.
Gulden (<i>pérak, roepia</i>)	1.00	"
Halve gulden (<i>stenga roepia</i>)	0.50	"
Kwartgulden (<i>kwart, stali</i>)	0.25	"
Dubbeltje (<i>ketip, pitjis</i>)	0.10	"
Stuiver (<i>lima sen</i>)	0.05	"
<i>Coppers</i> —2½ cents (<i>gobang</i>)	0.025	"
1 cent (<i>sen</i>)	0.01	"
½ cent (<i>stenga sen</i>)	0.005	"

In Deli and the whole north-east part of Sumatra the Straits currency (Mexican dollar) is generally used, but as it is subject to course, all Government offices only accept it at its momentary value.

Pronunciation and Orthography.

The orthography of Dutch and Malay names and words, followed in this Guide, is the one generally used in the Dutch-Indies. As the Malay language has no written alphabet of its own, it is written either with Arabian or with Roman characters. In using the latter, the vowels are represented by the same characters as

are used in Dutch. For this reason it was thought preferable not to change the habitual orthography, especially because the native and Dutch names would otherwise get less recognizable. Thus, *a, e, i, o, u* must be pronounced as in French; they are lengthened but not altered in sound by being doubled; *ei* and *ij* are like the vowel sound in the French *pays*; *au* and *ou* like *ow* in *now*; *eu* like the French *eu* or the German *ö*; *oe* like the English *oo* or the German *u*; *ui* like the *œu* in the French *œuil*. Especially the sound *oe* (= *oo*) frequently occurs in native names: Soekaboemi, Garoet, Goentoeer, are pronounced Sookaboomee, Garoot, Goontoor.



INTRODUCTION.

Since the Royal Packet Company have entered into a contract with the Dutch India Government, and extended their lines of communication between the hundreds of evergreen islands of Insulinde, the time has come that this glorious tropical country may be called easily accessible to those who wish to admire God's Creation in the Tropics, in all its fulness, diversity, and overwhelming majesty.

Their spacious and comfortably fitted up passenger-boats connect the High lands of West Sumatra, crossed by railroads, with the railways of West and East Java, which in 1895 were united to one line, intersecting the island from one end to the other. They further run along the little Soenda islands towards the gigantic island of Borneo, to Celebes, the wonderful Moluccas and New Guinea, still so little known. The Archipelago is remarkable and attractive for all kinds of travellers, whether it be visited by an ordinary tourist, a mountaineer, or an amateur sportsman of big or little game, such as elephants (*gadja*), rhinoceroses (*badaq*), wild buffaloes (*banteng*), tigers (*matjan*), wild boars (*tjelèng*), peacocks (*boeroeng meraq*), snipes (*boeroeng blekèq*), wild pigeons (*boeroeng tekoekoer*), woodcocks (*ajam alas*), etc. Nor is it less interesting for the man of science—the collector of exotic flowers and plants, the geographer desirous for countries not yet seen, and races of mankind little known. For all these a wide field is now opened, and the opportunity afforded, without any danger or inconvenience, of travelling over one of the most beautiful parts of the world. Without great fatigue or expense they may become acquainted with a typical part of the Tropics, which can nowhere be equalled.

We said rightly without danger, for if it be not sought, there is no land in the world that can be travelled through with greater safety, than the Archipelago of the Dutch East Indian Colonies, along the main lines which will be described in this little book.

Those who wish to go by them can safely leave at home fire-arms, in fact all weapons whatsoever, except those necessary to keep off the rays of the sun, and money to defray expenses.

Gradually the Dutch are beginning to understand that their colonies are not only a fit country for their young men to make a career in, and to spend a great part of their life, but also to pay a comparatively short visit to, whether it be on business or pleasure.

A broad, too, the existence of the Dutch East Indian Colonies, their accessibility, their easy practicability and safety, and, above all, their scientific remarkableness and natural beauty, are, little by little, getting to be known.

Yet the fact is still much too little acknowledged, that in these respects they excel every tropical country, that they are just the kind of country to offer to tourists, who would gladly spare time and money, to see actually new and interesting scenes of nature, and yet cannot or will not bear the privations, the danger to life, and the heavy financial expenses of expeditions into countries still completely uncivilized.

For both assertions, viz., the excellence of the Dutch East Indies as the country for tourists and the ignorance of this fact amongst the most travelled European nation, *i.e.* the English, we can quote the necessary authorities.

There already exist several modern descriptions of travels in the Dutch East Indies, written, not by Dutchmen, but principally by Englishmen and Germans.

In all, the greatest praise is lavished on these Colonies, especially on Java, whilst the safety, the healthiness, the natural beauty, the excellence of the hotels, railways, steamboats, and other modes of travelling, the willingness of and the reliability that can be placed on the native population, and the readiness of the Dutch officials to render help, are warmly spoken of. But in the majority of them all this is expressed with a sort of joyful astonishment, as though it related to the discovery of entirely unknown and unexpected wonders. From this it must be inferred that amongst the greatest part of the European travelling public, the Dutch East Indian Archipelago is a *terra incognita*.

Thus, for instance, writes the pensioned Bengal civil official, H. Scott Boys, in "Some notes on Java and its Administration by the Dutch" (Allahabad, 1892):—"At Sydney an opportunity unexpectedly offered itself of visiting Java *en route* to Hongkong. We did not let the chance slip, and at once, as became globe-trotters, searched the booksellers' shops for anything which might enable us, on reaching the island, to pose before our fellow-travellers as experts in the matter of "Kries" and connoisseurs in coffee. To our disappointment we were unable to find any books of any kind

relating to Java, except a record of travel called "The Australian Abroad".

"From the day when, passing through the straits of Lombok, between the two mighty peaks of Lombok and Bali, we found ourselves within the great volcanic girdle which encircles the Malay Archipelago, until we left Batavia on our way to Singapore, we never ceased to wish, that every day which was available, might be extended to a month, and that many a friend whom we had left in India, could be brought to our side to share in the very thorough enjoyment which our visit to the beautiful region secured for us."

Of no less value is the verdict of the celebrated painter and authoress Miss MARIANNE NORTH, who for fourteen years travelled through tropical countries to paint plants, and who in her autobiography writes: "The order of everything in Java is marvellous, and in spite of the strong rule of the Dutch, the natives have a happy, independent look one does not see in India. Java is one magnificient garden of luxuriance, surpassing Brazil, Jamaica, and Serawak all combined, with the grandest volcanoes rising out of it. . . . One can ride up to the very tops, and traverse the whole island on good roads by an excellent system of posting arranged by Government. There are good resthouses at the end of every day's journey, where you are taken in and fed at a fixed tariff of prices. Moreover, travellers are entirely safe in Java, which is no small blessing."

Exactly the same opinion is expressed by another English traveller, Colonel Sir H. COLLET, who in a short account of a trip entitled "Six Weeks in Java", which appeared in *Blackwood's Magazine*, July, 1894, thus writes: "The Dutch are energetic rulers, who fully appreciate the advantages of roads and railways, and in this respect, there is probably no country in the East which has more changed during recent years than Java.

"Good hotels may now be found in nearly every place where the ordinary traveller wishes to stop, and ladies could travel from one end of the island to the other without experiencing any serious discomfort.

"As regards climate, the towns on the sea-coast, such as Batavia, Samarang and Sourabaya, are always hot, with the moist heat of Calcutta or Singapore in July; but the whole of the interior is hilly, and possesses a cool and pleasant climate. It is very remarkable at what low elevation in Java the stagnant heat of the plains is exchanged for cool fresh breezes."



ASSEMBLY-ROOM IN THE ROYAL PACKET COMPANY'S OFFICE.

Whoever wishes to obtain a good idea of the plants and many other things in Java, let him procure Prof. HABERLANDS' "Botanical Travels in the Tropics" (Leipzig, 1893), an interesting and well-written work by a really scientific man.

In this he can learn, for instance, that the so-called "terrible tropical heat" is not so terrible as it is said to be, for in the summer in the middle of the day, it is as warm in Vienna and Leipzig as in Singapore and Batavia, but that it is only the lower variation of temperature, thus the higher is the average, which principally causes the difference of climate. His impartial verdict respecting the influence of the damp warm Indian climate on the health of a tourist, will certainly drive away in many, if not altogether, yet to a very great extent, the prejudices against a trip to Java —. "The physiological alteration the body undergoes when obliged to get accustomed to the higher average temperature of the Tropics does not, peculiarly enough, mean enervation or exhaustion in the ordinary sense of the word. At the end of a prolonged stay at Buitenzorg, I paid a visit to the mountain-gardens of Tjibodas (altitude 1425 m.), which lay at only half a day's journey distance. The temperature at sunrise is only 60° F., and increases at noon until 68° F. This sudden and considerable change of temperature I actually found refreshing, just as much as a trip into our European mountain-districts. I felt neither cold nor cough, which might have pointed to a decline of my resistive powers. Moreover, a Dutchman does not hesitate to return to Europe in the middle of a European winter, not even after a prolonged stay in India.

"As to the European's power of accommodation to a tropical climate, nothing has astonished me more than the perfect case with which he gets accustomed to the highly increased dampness of the atmosphere. The stifling sensation felt on entering a European hothouse, being only a consequence of the sudden contrast, is wholly wanting here. Though perspiration is, of course, abundant, one does not get over-thirsty. The damp-hot climate of Buitenzorg did not enervate me in the least during a four months' stay there. I did not suffer from any illness; on the contrary, I felt at once acclimatized. It is an error to believe, as is generally done in Europe, that the evil consequences of the change of climate are especially felt in the *beginning* of one's stay in the Tropics. If such consequences are felt at all, which is by no means always the case, they come gradually after many years' residence."

JUNGHUHN, the celebrated natural scientist and mountaineer of the Indian Archipelago, concludes the introduction to his great scientific work "Java" with the following poetical effusion: —

"Never shall I forget the woods of Java adorned with everlasting green, with their thousands of flowers whose sweet smell never dies off; in imagination I hear the sea-wind rushing through the bananas and the tops of the palms — I listen to the thundering splash of the waterfalls which rush down from the high mountain walls in the interior of the country; it seems to me as if I were breathing the cool morning air, as if I were standing before the hospitable hut of the Javanese, whilst a deep stillness still reigns in the primeval woods, which enclose me on all sides. High above me in the air, swarms of *kalongs*, with flapping wings, are hurrying back to the spot where they pass the day, gradually life and movement come into the leafy arch of the woods, peacocks raise their shrill cry, monkeys resume their lively sport and awaken the echoes of the mountains with their morning song, thousands of birds begin their warbling, and before the sun illumines the eastern sky, the majestic top of the distant mountain is already glowing with purple and gold. From the height he looks down upon me as upon an old acquaintance, my desire increases, and yearning, I look for the day on which I shall be able to exclaim: Hail! ye mountains, hail!"

As most people who do not come from Holland are entirely or partly unacquainted with the beauties and attractions of the East Indian Archipelago, so the majority of foreigners do not know either, that this Archipelago can be reached by other routes than via Singapore.

Whoever leaves Europe by the English, German, or French East-Asiatic mail-boats, will, on his arrival at Singapore, naturally take the steamer of the Packet Company, which he will always find there in connection with the German mail-boat and which conveys him in less than two days to Batavia. For the benefit of those, Singapore has been taken up in this Guide.

But perhaps many a foreigner, who has formed the plan of visiting the Dutch colonies, will perceive that it is a good and easy way of becoming acquainted with the Dutch customs and mode of life, to make the outward passage from Europe on the Dutch East-Asiatic mail-boats.

In the three or four weeks in which the boats of the Company "Nederland", or the "Rotterdam Lloyd", now accomplish the voyage from Genoa or Marseilles to Batavia, he will have a good opportunity of learning something about the Dutch and Malay languages, customs, and peculiarities. He will, little by little, get accustomed to the Dutch Indian table, and division of the day, *négligé*, tropical siesta, and the twice-a-day bath, to the native servants, and the value and names of Dutch money. He will, perhaps, make agreeable

acquaintance amongst the Dutch passengers, who will be able to give him valuable information and introductions, and on his arrival, see that during the first few days, he does not feel too strange and lonely in the entirely new surroundings of a tropical country.

With regard to excellent arrangement, safety, and regular careful service, the Dutch mail-boats can safely vie with all foreign ones. Moreover, the English, German, and French traveller may be certain that the majority of the ship's officers and Dutch passengers understand and speak his language.

We purpose in this little book to give everything that is necessary for a tourist to know when travelling through the Dutch East Indies on visiting the chief towns, crossing the interior, or the blue Indian waters, or climbing the gigantic craters. We hope to arrange the book in such a manner as to make it a trustworthy guide and counsellor, to those who do not speak or understand either Dutch or any Indian language, to those who possess in these parts neither kith nor kin, enabling them to find their way easily about, and make the distant journey as agreeable, easy, cheap, and productive as possible. In the first place, therefore, we come forward as advisers, and below, give some hints about dress, mode of living, language, division of the day, etc.

GENERAL REMARKS.

Outfit.

When procuring an Indian outfit in Europe it is desirable to bear the following in mind:

A good deal of one's European wearing apparel can also be worn in the Tropics, especially in the mountain districts, where the change of temperature in twenty-four hours is often very considerable, and the night-cold, especially when one has spent some time before in the lowlands, unusually penetrating. Flannel under-clothing is specially recommended there. Moreover, one's European dress-coat and frock-coat, can often be made to do for a stay in the Tropics, by having the lining taken out. In the heat, linen is cooler, and more pleasant than cotton, but by continual washing, which, moreover, is generally done by beating the articles on stones, it soon wears out, so that it is cheaper to wear cotton underclothing.

OUTFIT FOR GENTLEMEN.	Min. Nos.
Linen shirts without collars or cuffs	18
Linen collars and cuffs, of each	24
White trousers of Russian linen	12
White jackets, with stand-up collars.	6
White jackets, with turn-down collars (with or without waistcoats, <i>ad libitum</i>)	6
White piqué waistcoats	3-6
Drawers of very thin flannel	12
Shirts of very thin flannel	24
Pocket-handkerchiefs	24
Socks, of best thin wool, or Jaeger's, pairs	36
Kabaja's (cotton, Chinese pattern)	12
Sleeping-drawers, or sarongs, indispensable for the bathing-room, cotton, Indian pattern (<i>batik</i>)	12
Flannel kabaja's, for the mountains (jackets)	3
Flannel nightdress (<i>pyjamas</i>)	3
Black alpaca jackets, according to choice . more than	1
A blue serge or Cheviot suit	

A black coat and waistcoat, with fancy trousers, for paying visits.

Dress-coat, waistcoat, and trousers for official occasions.

Gloves in a dry bottle with chloride of calcium in the stopper,
else they get stained.

Shoes according to choice. In the mountains, strong waterproof
lace boots are of very great service; on the coast, linen shoes for
morning, and patent ones for the evening, are recommended; slippers
are best bought of the Chinese *klontong's* (pedlars) in the hotels.

A waterproof in the mountains is very useful (see below).

A helmet hat is best bought in Port Said, Batavia, or Singapore.

In the evening, European headgear is now worn in the towns.

Boxes, preferably of metal, against damp and cockchafers.

Fire-arms cannot be introduced without permission of the local
Government.

Respecting the outfit for ladies, a lady who has travelled in the
Dutch Indies, thus writes:

"Ladies, especially those who, with return ticket, intend visiting
our Colonies for a year or so, are especially recommended not to
take too much, but suitable clothing with them. A great variety of
costumes is, however, necessary.

"Do not, therefore, be too sparing with dresses, but bear in mind,
when they are being made, that in India the shape soon changes,

through the heat and frequent perspiration, and that cotton materials, and especially lining, shrink considerably through being often washed.

"For on board, silk and muslin blouses with dark skirts are very appropriate.

"A travelling cap and sun-hat for going on shore must, above all, not be forgotten. When once in India, you can buy some Japanes kimona's, which can be worn instead of peignoir or sarong and kabaja, as a costume for the bathroom.

"The Bengalese are very handy dressmakers; fine silks and white materials can be bought everywhere at moderate prices, and can be made from a book of fashions by those people.

"Unless you live in a very out-of-the-way place, you will always be able to get this done.

"The Indian *négligé*, "sarong" and "kabaja", is especially worn by married ladies; unmarried ladies never appear in them, except in their own private circle.

"Take care, therefore, to provide yourself with a great number of white morning dresses, in which you can appear till five o'clock.

"Unlined cotton or silk materials are the most agreeable for ladies in the damp warm part of India.

"Don't forget, above all things, to take with you a winter cloak, plaid, and flannel peignoir, when you intend visiting the mountain districts, also strong boots in which to make mountain excursions.

"The English combination is unquestionably the best costume, and cannot be too well recommended as highly practical and convenient in a country, where one has so frequently to change one's clothing.

"Brown and black leather molières and slippers.

Woollen peignoirs for the mountains. Peignoirs (wrappers) for the bathroom. Silk gloves, not kid.

Trimmed hats, sun-hat and cap. Plaid, winter cloak, and shawl.

Much eau-de-Cologne and hair-wash are specially recommended."

The climate of the Dutch Indies is particularly suited to young children, more especially with regard to their clothing. They enjoy almost paradisiacal freedom, at any rate for the first few years of their lives, much to the benefit of their general growth and physical development. Even later on a wise mother dresses her children as lightly and simply as possible. The torture of shoes is unknown to little ones bred in India. The ideal Indian under-garment is a kind of "combination" made of thin flannel. I would advise those who are about to take young children to India not to burden

themselves with much European underclothing. One can get all wants supplied in the Dutch Indies in the way of clothes, either bought ready-made or made to order, which gives one the additional advantage of selecting just the right thing to suit the local peculiarities of climate. So, for instance, the mountain climate necessitates very great precautions to be taken for young children as well as for adults. The influence of the cool humid mountain air can have a most injurious effect upon the bowels, especially in the case of young people, and this cannot be too carefully guarded against.

We can here add that Singapore, Padang, (in a lesser degree Samarang), especially Sourabaja, and also Makassar, afford opportunity for purchasing what is wanted, generally at moderate prices, and of renewing what is worn out, and that the large shops at Batavia have a great selection of all travelling articles or wearing apparel, the comfort or utility of which everyone, according to his wants, has learned by experience to appreciate.

Should ladies prefer as undress the sarong and kabaja generally used in India, to a thin peignoir, they do best to procure these at Batavia.

Costumes of light material, which can be washed, are much worn.

One observation, however, we ought to make—do not encumber yourself with too much outfit. The freight from Europe not only costs £ 25.— per cub. meter above what is allowed as luggage (1 cub. meter), but many articles are unsuitable for resisting the warm and very damp climate of the Dutch East Indies. So European patent leather shoes and mackintoshes are very soon spoiled. European clothes and underlinen appear always of too heavy a material for residence on the coasts. Steel rusts after being used a short time, and things that are fastened with glue, get loose. With soap and good bath towels, which are not very plentifully supplied in hotels, the traveller has provided himself before starting.

Language.

Malay is the language which is everywhere spoken and understood by all native servants, by the native chiefs and employés, and by all Europeans in their intercourse with natives. This extremely simple language is understood throughout the Archipelago—just as the Dutch Indian coinage is everywhere current.

The booksellers at Batavia have a large stock of works for

learning Malay, as well as works of fiction in foreign languages, and from them can also be obtained books on travel and scientific works, for those who wish to learn more of the country and people, than the little that can be found in this Guide.

Gratuities.

It is not the custom in hotels, or when you are dining out, to give gratuities.

Only coachmen of hired or borrowed carriages ($f\ 0.25 - f\ 0.50$) and stewards on coasting steamers ($f\ 1.--- f\ 5.---$) receive a gratuity. Also the servants of the house, at which you are staying ($f\ 1.--- f\ 2.50$).

Washing.

Underlinen is changed at least once a day.

A servant of the hotel will soon find a man to wash for you (*toekang menatooe*) who, at the rate of five to ten cents an article, brings your washing back in a few days, thoroughly got up.

Mode of Living.

As everywhere else, so in India, it is of great importance to regulate one's mode of living and habits according to those of the country.

Rise at 5.30 a. m., drink a cup of coffee, take a bath, dress yourself in light material, and then go out for a walk or drive (see below).

Breakfast between eight and nine, transact your business, visit offices, shops, museums, clubs, till one o'clock p. m. (Commercial offices keep open till five in the afternoon — since a few years many firms close Saturday at noon tide —, shops till eight p. m. — only in Samarang they close at five o'clock p. m. —, Government offices till three p. m.) Take your "rijsttafel" (lunch) in the hotel at one o'clock, enjoy a siesta from two till four, or remain at least in your room, for whoever is not compelled, should not go out in the sun, during the hottest part of the day.

Afterwards bathe again, and dress yourself in somewhat better clothing. (The frock-coat is only worn, when paying formal visits, the dress-coat only at great parties, audiences, balls, etc.). Then go out for a drive or walk till seven p. m., pay visits to your friends between seven and eight, afterwards dine, and finish your evening, towards nine o'clock, at some public place of amusement or club, or at the friends who invited you to spend the evening with them.

Whilst British India should be visited in the winter months, May and June are the most appropriate for a visit to the Dutch East Indies. The cool but rainy west monsoon has then passed.

Now and then only a shower of rain intercepts the clear rays of the sun, and everything green is fresh, and full of sap, after the long months of daily showers which are poured over it. All miasmata lie still under water or in the ground, nor does it allow them till after evaporation, during the dry monsoon, to rise up and cause diseases of various kinds.

In the mountain-range of the interior, one then meets with the clear periods, after heavy mists, which sometimes for weeks together hide the craters from view and fill the valleys. From July till October the denseness in the atmosphere, which in the full east monsoon sometimes conceals the horizon, gives to nature specially in East Java, a uniform and dull appearance.

Mode of Life on Board.

The boats of the Royal Packet Company, perfectly answer all requirements of passengers on board first-class steamers. The cabins are spacious and airy, the saloon is luxuriantly decorated with beautifully-carved wainscotting, and delft tile-paintings. The deck is wide, and easy-chairs and forms are placed here and there. The waiting, which is done by native boys called "spada," is, owing to the peculiarities of the Malay race, prompt, quiet, and polite. The table is excellent and abundant, the liquors, iced to a nicety, are of good quality and moderate in price. The whole ship is lit by electricity. Cool drinking-water is to be had at any time, as there is a refrigerator on board. The bath-rooms (*kamar mandi*), where a sea-water bath, or a shower (*siram*) bath of fresh water can be had, are tolerably spacious and clean. The officers are always ready to give information and help, and understand several foreign languages. A European steward is especially appointed to look after the comfort of passengers.

It seems to us, that the mode of life on board Dutch tropical steamships, leads to a better division of the day, and answers better the exigencies of the climate, than on any English, French, or German steamers.

From daybreak, coffee or tea is to be had either on deck or below.

Without doubt, it is advisable to go on deck as soon as day begins to dawn, for the early morning time is the most beautiful part of the tropical day. Till breakfast, one is permitted to wear the Indian *négligé* dress. Everyone who is acquainted with Indian

manners, will take care, however, not to show himself outside his cabin unless he has put on a fresh suit of *négligé*; he will never appear in the dress in which he has passed the night.

After having „gemandied” (taken a bath) the passengers put on their morning dresses and sit down to breakfast, which, by its abundance of cold dishes, and one or two warm ones, can satisfy even the greatest hunger excited by the sea air. Coffee and tea are served gratuitously; cold beers, wines, or mineral waters are to be had.

At twelve o'clock lunch is announced, at which, in the first place,



A ROYAL PACKET COMPANY'S STEAMER.

the Dutch Indian rice-table, in all its detail, is served up, so that even he who does not like the numerous highly-seasoned dishes (*sambals*) and the kerry sauce, or he who lacks either the courage or the inclination to try them, can take off the keen edge of his appetite with roast fowl (*ajam gorèng*), minced beef (*prikkadel*), fried fish (*ikan*), or other European side dishes. After the rice-table, however, there is always one more course of European dishes,

consisting of roast meat, vegetables, and potatoes, so that everyone's taste is amply provided for.

After luncheon it is wise to adapt oneself to Indian customs—put on a *négligé*, and take a nap either on deck or in one's cabin.

Till an hour before sunset you can wear undress, then you dress, after having bathed again, and enjoy on deck, the delightful hour of the Indian (tropical) sunset.

Dinner at seven o'clock, and not at six, as on the French steamers, where one is compelled, just at the most beautiful moment of the falling evening, when the midday heat has scarcely passed away and a refreshing coolness has sprung up, to leave the deck and sit down close together in the warm saloon.

This little difference in the division of the day, seems to us of so much importance that, for this reason alone, we should prefer to travel by Dutch tropical boats. The dinner is quite European, and as abundant as can be desired.

After dinner you can stay on the well-lit deck as long as you like, and till late in the night, you can get cool drinks. This is an advantage over the rules on board foreign ships, certainly counter-balancing the somewhat greater expenses, entailed by the fact that the Packet Company charges for all drinks.

Many pass the night on benches and in easy-chairs on deck, when the heat in the cabins is too trying.

This can be done without risk, if only care is taken not to be too lightly clad, or, at least, to be protected from the coolness of the latter part of the night, by a light plaid or coverlet. Only in harbours and estuaries, consequently near the coasts, it is better not to expose oneself too much to the night air, for fear of getting the malaria.

On approaching the place of destination, the passengers receive their bills from the steward, who is ready to give them any information about disembarking, etc., etc.

On much frequented lines it occasionally happens, that the boats are crowded, so that no cabin is to be got. If you are only going to stay on board one night, you need not mind this crowding, providing you are a healthy man, as one single night on deck, at least in the dry monsoon, can be easily put up with, and even when there are heavy rains, the double awning on the afterdeck is sufficiently thick to protect the deck passengers also.

On board the Packet Company's boats, the difference made between the first-class passengers and the second class is greater than on the French mail.



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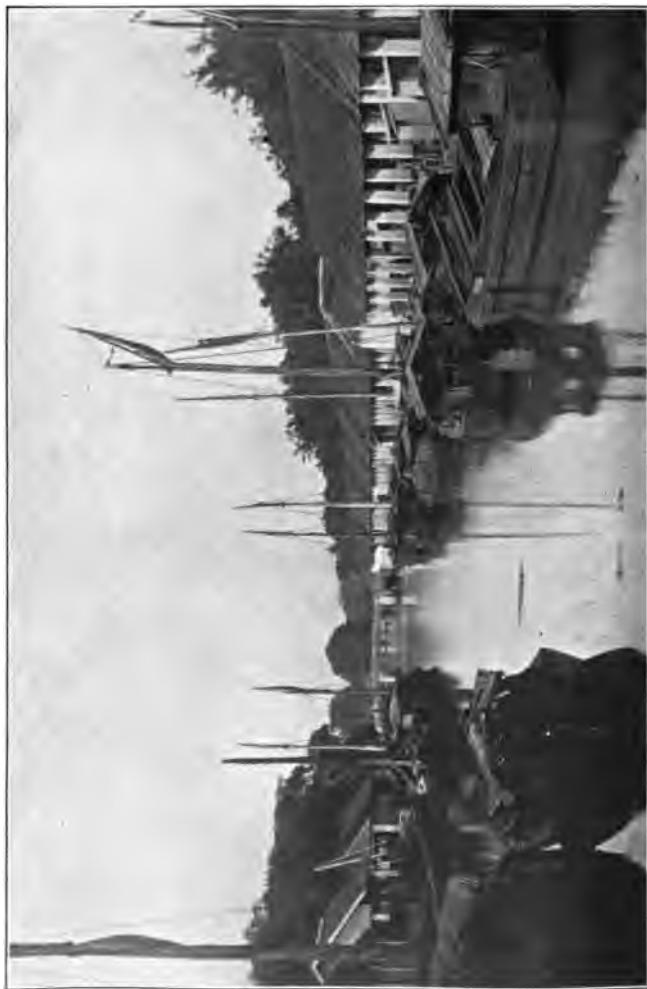
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The second class is well fitted up, but far less luxuriantly than the first, and its passengers are not permitted to go on the promenade.

Whoever wishes to know something about the peculiarities of natives, and is fond of picturesque scenes, will not neglect to visit the forecastle, to inspect more closely the numerous types of races and costumes of the native, Chinese, Arabian, and other non-European passengers of the third and fourth class.





THE KALI BESAR IN BATAVIA.

B A T A V I A .

ARRIVAL AT TANDJONG-PRIOK. — Porters (coolies) f 0.10 for every article to the Custom-house and station.

Custom-house (*Kantor priksa*).

Railway station (*Stasj昂 kar t  api*) of the Government.

Railway to the lower town, Batavia.

Steamers (*kapal api*).

Rowing boats (*tambangan*).

BATAVIA, LOWER TOWN (KOTA). — Two railway stations:

Firstly, of the "Staatsspoor" (S.S.), i.e., the Indian Government Railway to the upper town (Pasar Sen n), Meester-Cornelis, Bekasi, Gedongdjati.

Secondly, of the Nederl.-Indische Spoorweg (N. I. S.), i.e. the Dutch Indian Railway, to the upper town (Noordwijk and Koningsplein), Meester-Cornelis, and on to Buitenzorg.

Steam-tram (*trem setoom*), to the upper town and Meester-Cornelis every $7\frac{1}{2}$ minutes.

Electric tram (*trem lektrik*), to the upper town (Rijswijk and Tanah-Abang) every 10 minutes.

Carriages: dos- dos (*sado*) f 0.60 per hour, f 0.25 for a ride of not more than 20 minutes; tilt-carriages (*ebro* and *ropo*), tariff a little higher; palanquins (*planki*), tariff the same as for dos- dos, only used in the lower town; public conveyances (*kar t  s va*) from the hotels f 3.— — f 6.— for 6 hours; hotel omnibuses must be ordered beforehand; two-wheel carts (*kahar peer*) only used by non-Europeans; luggage carts (*grobak*) f 0.60 — f 1.— per hour.

POSTAL AND TELEGRAPH OFFICE (*Kantor pos, Kantor kawat*), Binnen-Nieuwpoortstraat.

PUBLIC TELEPHONE OFFICE (*Kantor t lepon*), Kali Besar.

BATAVIA, UPPER TOWN (Molenvliet, Rijswijk, Noordwijk, Koningsplein, Weltevreden, Kramat, Salemba, Meester-Cornelis).

RAILWAY STATIONS. Of the N. I. S. Noordwijk and Koningsplein; of the Staatsspoor Pasar Sen n, Kemajoran and Fanabrug.

HOTELS (*Roemah makan*).

Hôtel des Indes (Molenvliet) with dependencies.

- " der Nederlanden, Rijswijk (restaurant in the lower town).
- " Wisse, Noordwijk, corner of Molenvliet.
- " Hekker, Noordwijk.
- " de Java, Rijswijk and Koningsplein.
- " Lion d'Or, Rijswijk corner Citadelweg.
- " Ort, Molenvliet.
- " Molenvliet, Molenvliet.
- " Leroux, Noordwijk.
- " Gilbert Zeh, Gang Petjènongan.

BOARDING-HOUSES.

Schauroth, Pasar Senèn.

Kramat.

Koningsplein—East.

Mignon, Gang Mendjangan.

Van Hemert, Goenoeng Sahari.

POSTAL AND TELEGRAPH OFFICE (*Kantor pos, Kantor kawat*), Sluisbrug, near the theatre (open from eight a.m. till six p.m.; on mail-days, till eight o'clock).

PLACES OF INTEREST. Museum and Library of the Batavian Society of Arts and Sciences (*Gedong permainan gadja*). Koningsplein W, Ethnography, History.

Museum of Minerals (*Kantor batoe*), Molenvliet.Meteorological Observatory (*Kantor angin*), Parapatan.Great Military Hospital (*Roemah sakit kompani*), Hospitaalweg.Gymnasium Willem III (*Skola radja*), Salemba.Government Offices (*Kantor palès*), Waterlooplein E.Palace of the Governor-General (*Roemah toewan-besar*), Koningsplein N.Hertogspark, with the palace of the Commander of the Army (*Kebon sajoer*).Resident's Mansion (*Residènan*), Koningsplein S.Paketvaart's Office (*Kantor kapal api*), Sluisbrug.English Church (*Grèdja Ingris*), Parapatan.

Willem's Church, Koningsplein E.

Roman Catholic Church, Waterlooplein N.

Cemetery (*koeboeran*), Tanah-Abang.

Old Church, lower town (tomb of Governor SWAERDECROON).

Town Hall, lower town.

Mosque (*loear batang*), lower town.Castle Gate and Cannon (*Meriam besar*), lower town.

Chinese Camp, lower town.

Chinese Cemetery (*koeboeran orang tjina*), west of the town.



ROYAL PACKET COMPANY'S MACHINE-FACTORY AT TANDJONG-PRIOK.

PLACES OF RECREATION. Civic Club, the Harmony (*Roemah bolah Harmonie*), Rijswijk.

Military Club, Concordia (*Roemah bolah Concordia*), Waterlooplein E. Theatre (*kemédi*), Komedieweg.

Botanical and Zoological Garden (*Kebon binatang*) Tjekini.

Music in the Waterlooplein, Sundays from 5.30 to 6.30.

The approach to Batavia is most picturesque. On steaming in from the outer harbour of Tandjong-Priok, in which lie many steamers and men-of-war, we see, in the distance, the great dry dock; and moored to the extensive low-lying bazalt quays, are the great boats, which constitute a part of the fleet of the Steam Navigation Companies "Nederland", "Rotterdam Lloyd", and the Royal Packet. The steamers of the Queensland Royal Mail-line



THE OUTER HARBOUR OF TANDJONG-PRIOK.

draw too much water to make use of this anchorage, and hold communication with the shore by means of small boats. In the shadow of the lofty Penthouses, there congregate Europeans, Chinese, and natives, some of whom, when the gangway has been thrown out, come on board to present themselves as agents of the Dutch-India Veem (warehousing company), or hotel agents, or to offer their services as porters (coolees) to carry for f 0.10 each, small boxes to the neat Custom-house, and to the station close by. There, for a few "dubbeltjes," you take a first or second class



PART OF THE CHINESE QUARTER AT BATAVIA.

ticket (on all lines, the third class is only used by natives and Chinese) to Weltevreden, the upper town, or to Batavia, the city. If you want to go immediately to a hotel, then the former is preferable, and you change carriages at the station "Batavia." At the stations of the upper town—Noordwijk or Koningsplein—we find omnibuses of the hotels, or the ordinary Batavian vehicles, dos-à-dos (pronounce *sado*), which convey the traveller and his portmanteau to the hotel for $\text{f} 0.25$ tot $\text{f} 0.50$. By telephone from the station Tandjong-Priok, you can, however, order a conveyance from the hotel to wait at the indicated station. But if you prefer to do your business first in the lower town of Batavia, to consult one of the consuls, to exchange money at the Factory (banking-office) (*Kompani ketjil*) on the great river (*Kali Besar*), or at the Escampto-Maatschappij (there is also an Exchange Office in the upper town at the Sluisbrug), or to go to the Town Hall (*Kantor besar*) in order to obtain permission from the Assistant Resident for a temporary stay in his district, you would do better to get out at the station Batavia.

Foreigners who intend travelling through the Dutch East Indies should, immediately on their arrival in the country, apply to their consul to make the necessary arrangements for them with the authorities, as special permission is required for this purpose.

H o t e l s .

All the hotels lie along the tram-line, "The Hôtel des Indes," besides dependencies, 138 large rooms; the "Hôtel der Nederlanden," the "Grand Hôtel de Java," the Hotels Wisse, Lion d'Or, Ort, etc., are, in the order we have indicated, the most frequented.

They are cheap, and keep to the hotel prices customary all over India of from $\text{f} 5.-$ — $\text{f} 6.-$, inclusive of all meals; the "American plan," without reduction for dinners which are not taken, yet with deductions in case of a long stay.

The rooms are simply furnished, the beds very spacious, surrounded with mosquito curtains, the bath-rooms often only arranged for pouring water, cooled in basins, over your head by means of a bucket (*gajong*), a healthy way of taking a bath (*mandi*), and adopted all over India.

In most, but not all, a telephone is to be found.

Conveyances are always to be had ($\text{f} 2.-$ for two hours' hire, of a mylord or victoria, $\text{f} 4.-$, for six hours' hire, or a whole evening).

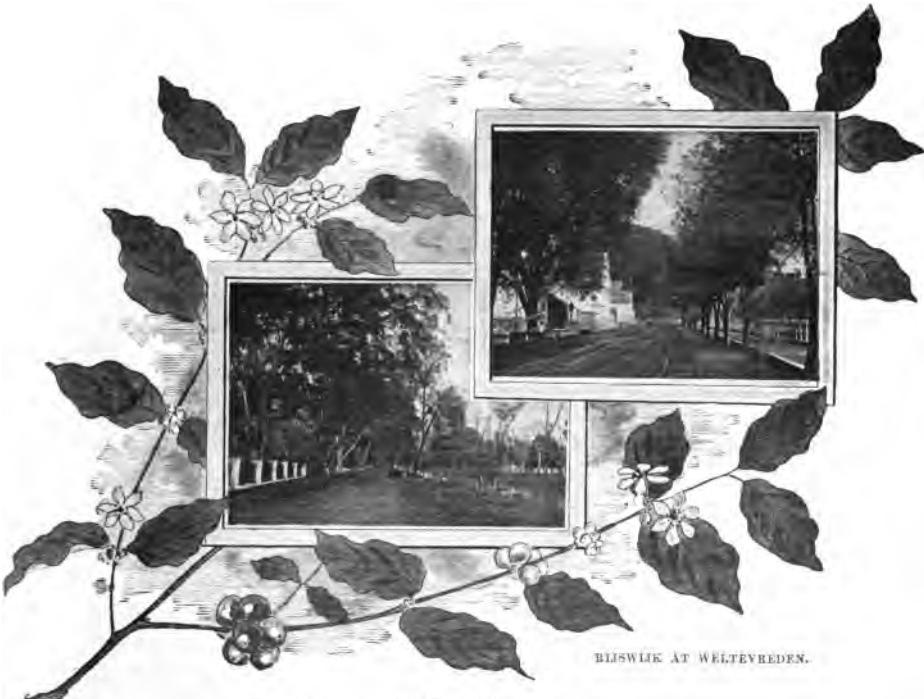
All sorts of wines and cooling drinks can be had on payment; and several European languages are understood and spoken.

WELTEVREDEN.

Weltevreden, the upper town of Batavia, is unquestionably the finest of the Indian towns, and quite worthy of being well known.

Whilst Batavia proper—the lower town with its counting-houses and shops, its native and Chinese population, its canals and moats, its dust and dirt, and old-fashioned mansions—makes anything but a charming impression, the upper town, to which all Europeans return in the evening, reminds one of a gigantic park, in which villas are built in rows, and great trees shade the broad and gravelly paths, and spacious squares bring air and wind. Only Pasar Bahroe and Pasar Senèn, with their Chinese shops, remind one of the markets at Singapore.

The European toko's at Rijswijk West remind of a street of shops in Europe, but at Rijswijk East and Noordwijk, European



BLISWIE AT WELTEVREDEN.

TANAH-ABANG AT WELTEVREDEN.

wares are again exposed in villas, and the paths along the neat, busy river are overshadowed by the dark-green and fine foliage of the tamarind-trees.

Below we shall point out a few excursions, which will give the tourist an accurate idea of what Insulinde's chief place offers in the way of interest, and without doubt leave him pleasant recollections of it.

They should take place in early morning hours when the sun's heat is not yet inconvenient, and are found under the head of

Occupations from 6 a.m. — 9 a.m.

(1) In order to form a general idea of Weltevreden, take a drive in the early morning *via* Noordwijk and Rijswijk, past the back of the Palace of the Governor-General, along the Waterloo Plain past the residences of the military officers, the beautiful Roman Catholic church, finished about two years ago, the monument erected to the memory of General MICHELS, through the Willemslaan, along the north, west, and south side of the Koningsplein, with the Palace of the Governor-General (front), the Museums of the Batavian Society and the Physical Society, and the Resident's Mansion. Continue your drive along Parapatan, with the English church; Kwitang, with the church of the Dissenting congregation; Kramat, Salemba, with its groups of splendid trees in front of the Gymnasium Willem III. Then turn to the right, pass the beautiful bridge of Matraman, ride along Pegangsaän, with its villas, chiefly occupied by English residents, and Tjekini, with its Zoological Gardens, which have been transformed into pleasure-grounds, over Menteng, and along Kebon Sirih, with its series of country residences, sheltered by heavy foliage, and the lovely prospect upon Djati Bahroe-bridge, and lastly along Tanah-Abang (European Cemetery) and the shops of Rijswijk, back to the hotel.

(2) Go in the morning at six o'clock by steam-tram, down town, till the terminus station, and walk to the "Kleine Boom", through the old gate of the Batavian Castle, along by the side of the big gun (Meriam), considered by natives as sacred and restoring fertility, situated in a westerly direction under shady trees. Walk to Pasar Ikan, the sea-fish market, in the proximity of which there rises a great Mohammedan house of prayer (named Loear Batang). Pass the river over a Dutch drawbridge, walk along the Kali Besar (east side is shady), along the counting-houses, and the dwellings of the Patricians of a former age. Make your way to the extremely picturesque Chinese districts, that remind us of Venice, observe the

swarm of 20.000 industrious, cheerful Chinese, and take, at Glodok (where stands a Chinese bamboo theatre) the tram again, to enjoy at home the well-earned breakfast.

(3) Ride at the same early hour to the farthest station of the steam-tram, above Meester-Cornelis, walk for an hour further on along the cool and magnificently shaded road to Bidara Tjina (a station on the railroad to Buitenzorg), and return by a circuitous way through the little town of Meester-Cornelis to the tram-line.



TANAH-ABANG AT WELTEVREDEN.

(4) Walk at six o'clock a.m. through Gang Chaulan at the corner of the Hôtel des Indes, *i.e.* in a westerly direction towards Tangerang, then after half an hour's walk, turn off by the temple of the Chinese tombs to the south, to Djati, make your way through the well-shaded cemetery, about three-quarters of an hour distant, in order to take your place in a dos-à-dos at Djati or in the market-place (*pasar*) of Tanah-Abang, and to drive back to your hotel;

as you go along, drink a good glass of milk ($f\ 0.15$) in the little summer-house of Kleine. On the way home, you may stop at the European cemetery, that reminds one somewhat of Père La Chaise.

(5) Ride on Sunday morning in a dos-à-dos, or in a previously ordered conveyance, past the little English church to the Botanical and Zoological gardens ($f\ 1.$ — entrance), and there, in the cool of the morning, and the shade of the beautiful trees, listen to the really good music. At a little refreshment-bar you can get what you want, and in the ball-room catch a glimpse of some young people practising on roller skates.

(6) Leave the Hôtel des Indes, cross one of the bridges of Molenvliet, and walk through the avenue of Berendrecht to the New Church, in the neighbourhood of which there is a great Chinese house of prayer, and over Pasar Bahroe to Goenoeng Sahri. Then turn to the left (northward) in order to reach the lower town, along the picturesque and well-shaded road of Jacatra, to return by the steamtram or rather by the electric tram, after having rapidly glanced over the Parish Church, which dates back to 1693, and outside of which is the tombstone of Governor-General SWAERDECROON.

(7) Go at 6 to 6.45 a.m. to the station Koningsplein, and take a ticket to Dèpok, which village is reached in three-quarters of an hour, and visit this pretty little spot inhabited by Christian natives, to return again to Weltevreden by the next train. At the station refreshment can be obtained.

(8) Lovers of sea-bathing can go by one of the first trains in the morning to Tandjong-Priok, where conveyances can be hired ($f\ 2.50$) in order to reach the bathing-place, "Petit Trouville", situated on the sea, an hour's drive farther to the East.

For $f\ 1.$ — you can take a sea-bath in a place partitioned off, and rendered safe against crocodiles, whilst a refreshment-room affords the opportunity for appeasing hunger and thirst.

The majority of the inhabitants of Batavia, prefer, however, to take their bath in their own house, and thus spare themselves the warm journey, unless it be as a recreation for the children.

Occupations from 9 a.m. till 1 p.m.

The morning hours may be advantageously employed in visiting offices (there are post and telegraph offices in the lower town, and at Weltevreden, close to the theatre, and at Meester-Cornelis, which

are open from 8 a.m. till 6 p.m.), in calling upon the Consuls and the Resident in the lower town; in booking a passage at the steamboat office in the upper town, near the Sluisbrug (lock bridge).

The very important museum of the Batavian Society of Arts and Sciences in the Koningsplein (*Gambir*), open daily from 8 to 3 a.m., Wednesday and Sunday free, should also be visited.

The library is open on Wednesday and Saturday from 7.30 to 9 a.m., and Sunday from 8 to 11. The bronze elephant placed before the building, is a present from the King of Siam.

The archæological collection in the room behind the fantastic screen in the front gallery, the coin and medallion cabinet, the library to the left, and the ethnological collection, deserve more than passing notice.

The museum of Minerals, belonging to the Department of Mines, should also be inspected.

The remaining hours may be devoted to the purchasing of maps at the Topographical Office (*Kantor gambar*), at Goenoeng Sahri, obtaining information at the Government offices, visiting the great Military Hospital (*Roemah sakit*), the Meteorological Observatory, at Parapatan; visiting the shops, especially the "Eigen Hulp" and the "Onderlinge Hulp" (the Co-operative and Mutual Assistance Stores—great warehouses, where everything can be obtained at moderate fixed prices, more or less the English "Army and Navy Stores" and "Civil Service Stores"), and also the Chinese, Japanese, and British Indian toko's (shops) at Pasar Bahroe and Pasar Senèn, where hard bargains must be driven.

Occupations from 5 p.m. to 7 p.m.

These are the hours at which the European public go out walking or driving, and enjoy the little coolness which the sunset, varying from 5.45 to 6.15, brings with it.

On Sunday, from 5 to 6, people meet to listen to the public music in the Waterloo-plein.

A walk or a ride along the canal where the shops of Noordwijk are situated on the north side, across the lock bridge, past the post-office and the theatre, leads us to the Waterloo-plein, in front of the Government House, begun by DAENDELS, and finished in 1828, opposite which, the bronze statue of the founder of Batavia, JAN PIETERSZON COEN, stands out to great advantage. Continuing our way along the officers' houses, through the Hertogsweg and the tasteful park in front of the Palace of the Commander of the Army, we pass the Willemskerk (William's Church), and emerge

on the Koningsplein. In the shade of the thick tamarind-trees, which surround this extensive square, with the golden glow of the setting sun before you, we reach the well-lighted neighbourhood of the shops of Noordwijk, affording opportunity for seeing the *beau monde* of Batavia.

Occupations from 9 p.m.

In Batavia there is generally an opportunity to divert oneself after dinner with some kind of public amusements, such as the opera, circus, concerts, etc.; but in the smaller places, and in the interior, such diversions, which, as a rule, are by no means brilliant, are not to be had, and by far the best thing to do, is to spend the cool hours of the evening in correspondence or reading.

Clubs.

In order to fill up the leisure hours of the evening pleasantly, by reading newspapers and periodicals in the four chief European languages, and by playing at cards or billiards, you must try to get an introduction into some club, not only at Batavia, but also elsewhere.

Batavia possesses two great clubs, the "Harmonie", situated close to the hotels, and the military club "Concordia", on the Waterloo-plein.

In the one first mentioned, very good music can be heard on Sundays from six to eight p.m.; and in the second, on Wednesdays at the same hour, and on Saturdays from nine till twelve p.m.

If you cannot, by the help of a Consul or some kind friend, get an introduction to these clubs, then you must stay at your hotel, for the coffee-houses, near the theatre, are not to be recommended.

Population.

Batavia of the present day, founded in 1619, as the capital of the Dutch Indian Colonies, upon the ruins of Jacatra, has a native population of a very cosmopolitan character. The Malays, a tribe who have settled along the coasts of most of the Indian islands, constitute the chief part of it.

Soendanese inhabitants of the back parts of Batavia, Bantammese from West Java, and also Javanese from the middle part of the island, settled here centuries ago, and with Chinese, Arabians, Klingalese, Madoerese, from East Java, and many who come from the opposite shore, fill the villages (*kampongs*) in and about the place, which now contains more than 180,000 souls.

The prosperity which this population enjoys is evinced by the healthy and strong appearance of the men and women, and by the cleanliness and relative wealth of their dress and dwellings. The continual contact with Europeans, led to virtues and vices among them, which all civilization brings with it.

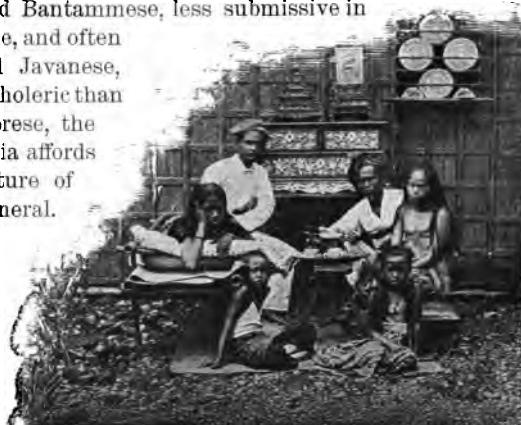
Less impudent and proud, and clinging less to old customs (*adat*) than the inhabitants of the West Coast of Sumatra, less cheerful, simple, and trustworthy than the Soendanese, from the highlands of the Preanger, less strong and fanatic than the uncivilized Bantammese, less submissive in forms than the docile, and often more distinguished Javanese, and less rough and choleric than the seafaring Madoerese, the population of Batavia affords an incomplete picture of those races in general.

With this verdict passed upon them, they cannot serve as model for the many good qualities that the majority of the Indian tribes possess, each in themselves. From the above description it will be

seen how different are the characters of the natives. The idiom spoken in Batavia is a kind of *lingua franca*, which has not much conformity with the proper Malay language. For further or fuller particulars, we refer to "Batavia, Buitenzorg en de Preanger," a guide for visitors and tourists by Mr. Buys, published at Batavia by G. Kolff and Co., 1891; from which some of the particulars above, and those which will be given later, have been taken, and also to Féodor SCHULTZE's "Führer auf Java."

Among the many national peculiarities which strike the foreigner in his walks along the broad roads of Batavia, he will be sure to notice native dancers with their attendant musicians.

Such women, attracting attention as they do, by their headgear and bare arms, is called *ronggeng*, the band of musicians *gamelan*. This consists, generally, of drum instruments, but in the *rebab* or Arabian violin and stringed instruments, which they possess, there is capability for much higher development. We should not, how-



A MALAY FAMILY.

ever, form our opinion of the Javanese musical and dancing art, from the itinerant street musicians whom we meet with in large towns. In order to form a true estimate of the gamelan, we should hear a performance in the interior, and if possible under the spacious *pendopo* of a native chief or country gentleman, in the stillness of the tropical night, whilst hundreds of listeners sit squatting round in silence, the only light being that shed by the little oil lamps on the portable stalls of the drink-and fruit-sellers.

Then one soon sees that the peculiar serpentine movements of the women (*tandak*) have a certain charm, and that even their screaming and ejaculatory recitatives, tend to give a somewhat mysterious tone to the whole representation. The origin of this is undoubtedly to be traced to religious ceremonies.

The gamelan serves, not only as an accompaniment to the serpentine dances (*tandak*), but plays continuously during the representation of the *wajang*. By *wajang* is to be understood the Javanese theatre, which has the character of a highly developed puppet-show. The puppets are of different shapes, the original models are grotesque figures cut out of buffalo hide, the shadowy representations of which are thrown on to a transparent cloth (*kelen*)—*wajang koelit*.

Their limbs, extremely long and thin, are moved by means of little thin laths. A similar thing is used to fix the puppets firmly to the soft trunk of a banana-tree. The text of the representation is given by a story-teller (*dalang*), a kind of wandering minstrel who recites from memory, the long, interminable dramas which relate to the old Hindoo traditions.

Another kind of *wajang* is played without scenery.

Finally, there is a representation with living persons, who make the gestures which agree with the words of the *dalang*, *wajang orang* or *wong*.

THE INTERIOR OF WEST JAVA. BIUTENZORG.

From Batavia to Buitenzorg.

If we leave by the morning express train for Buitenzorg, we reach this seat of the Governor-General, 263 m. above the sea, early enough to enjoy the cool mountain air, and the prospect of the Gedeh and the Salak mountain.

We take rooms at the Hôtel du Chemin de Fer, near the station, or at the Hôtel Bellevue, five minutes further on the main road, which intersects the place.

From the back room of this last hotel we can enjoy a lovely view of the valley of Tjiliwong and the wood-covered slopes of the Salak. The omnibuses of those hotels, we find at the station waiting for us. The Hôtel de l'Europe is smaller than those previously mentioned.

Buitenzorg.

Buitenzorg is indeed charming, and it is well worth while to take a walk through it in the morning or in the afternoon when the rain has ceased. Often between 2—5 p. m. rain falls here accompanied by a severe storm.

The Protestant Church, and the beautiful Club building on the main road, the military encampment, the great pasar (market), race-course (the races take place twice a year, in May and September, and cause great enthusiasm), the beautiful bathing-place Soekadingin, opposite the station, the lunatic asylum, situated on the road that leads across the Roode Brug (red bridge) and the cemetery, one and all give to the place a



THE TJILIWONG.

peculiar aspect, owing to all these buildings lying hidden beneath the dark foliage of the broad avenues, and the great waringin-trees, adorned with fresh flower beds in a hundred different colours.

But the pearl in the crown of Buitenzorg are the Botanical Gardens, which enclose the park of the Governor's palace like a great wood. They were established in 1817, by REINWARDT, and have become celebrated all over Europe as the best scientific tropical hortus.

Government Botanical Gardens.

These, like the Nursery Gardens at Tjikeumeuh, which form part of them, and the mountain garden on the northern slope of the Gedeh, are open to the public, gratis. To visit the Herbarium, the Museum, and the Library (*Kantor batoe*), the botanical, zoological, agricultural, chemical, and pharmacological laboratories, the Museum of the Forest Department, and the Photozincographical Studio, special permission is required, which must be applied for at the office between 9 and 12. The great laboratory is intended for botanists who are not connected with the gardens.

Following the red line of the map, it requires two hours to walk through the gardens; and for this the morning is best, as it frequently rains in the afternoon.

For a more detailed description than can be given in this Guide, we refer the traveller to the little work of Dr. W. BURCK, "Wandelingen door den Botanischen tuin," also translated into German.

The plants are, as a rule, arranged according to the natural system. Every species is represented by two specimens, one of which bears a label. At the corners of the different sections, rods are placed, on which the names are given of the families and genera represented. Red labels show that the plant thereby indicated does not belong to the genus which the section further embraces.

Entering through the old stone gate, the chief entrance to the side of the Chinese pasar (market), we come to the celebrated Canary-tree Avenue, which 75 years ago was laid out by the meritorious horticulturist TEYSMANN.

To the right, behind the porter's house, begins in Section I B the largest of all the lianas represented in the gardens (*Entada monostachya*), which extends over a number of trees to Section III A. In this section is seen a monument erected to the memory of the first wife of the English Governor RAFFLES.

Against the trunks of the canary-trees are all kinds of climbing blade plants, grown chiefly from the genus of the Aroideae, and

their branches are covered with epiphytic plants. Amongst these what most attracts the eye is the gigantic orchid *Grammatophyllum speciosum*, which sometimes bears 3,000 blossoms at a time, and the *Monstera deliciosa*, with perforated leaves.

Entering the carriage road to the right, the *Amherstia nobilis*, with its red branches of blossom and large flat pods, attracts the attention not less than the *Saracca* with its yellow bouquet of flowers. Other pod-bearing plants also blossom here in rich



GOVERNMENT BOTANICAL GARDENS AT BUITENZORG.

abundance; the yellow flowers or the towering *Pithecellobium* in the middle of I L are, however, so high up that they can only be discerned at a distance. At the corner of this section stand two very large specimens of the shade-tree, *Schizolobium excelsum*.

To the left of the road at the corner of the Fern group II K, a tree with a remarkably close and rounded crown immediately catches the eye; it is the *Xanthophyllum vitellinum*, of the genus of the Polygalaceae, to which in temperate climates only herbs or

plants belong. Extremely remarkable is the section II D, the quarter of the screw-pines or pandani, which seem apparently to be trying to escape from one another on their stilt-like air-roots.

Although most of these species are indigenous to the brackish coasts or the morasses, they here thrive on dry ground not less luxuriantly.

Close by, in II C, we find the Cycadeae, the last poor representatives of extinct giant plants. The Orchid section in II K, L, and M will disappoint the majority of visitors as far as richness of blossom and colour is concerned. As most species of this genus



GOVERNMENT BOTANICAL GARDENS AT BUITENZORG.

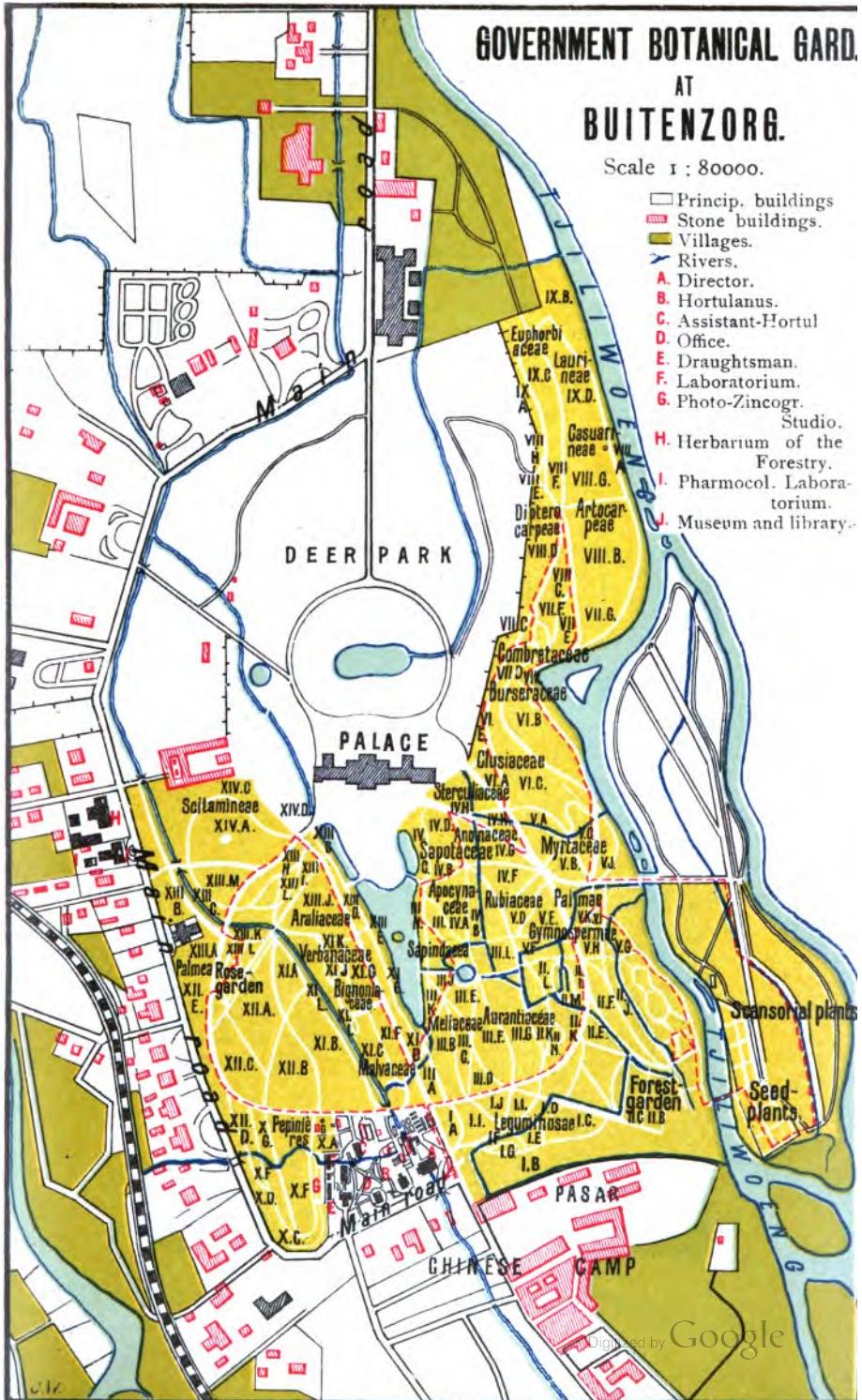
take root on other plants, or require much shade, it is all laid out above and below, in rows of shade-trees, for which has been chosen the *Plumiera acutifolia*, the Javanese Churchyard tree with its fantastic, finger-shaped branches, ending in leafy wreaths and white calices. The Fern section adjoining is dense and shady, although at Java the real tree-ferns only thrive well somewhat higher up than Buitenzorg.

Highly interesting and celebrated is the collection of palms, found partly in II D, E, and F; partly on the opposite side by the Djalan besar in section XII. On visiting this section it is especially the unusually lofty and slender niboeng palms (*Oncosperma*)

**GOVERNMENT BOTANICAL GARD.
AT
BUITENZORG.**

Scale 1 : 80000.

- Princip. buildings.
 - Stone buildings.
 - Villages.
 - Rivers.
 - A. Director.
 - B. Hortulanus.
 - C. Assistant-Hortul
 - D. Office.
 - E. Draughtsman.
 - F. Laboratorium.
 - G. Photo-Zincogr.
 - H. Studio.
 - I. Herbarium of the Forestry.
 - J. Pharmocol. Laboratorium.
 - K. Museum and library.



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ASTOR, LENOX AND
TILDEN FOUNDATIONS.

sperma filamentosa) at the corner of V K which immediately attract the attention. Farther on the red pinang (*Cyrtostachys Rendah*), highly esteemed as an ornamental plant, the very prickly salaks (*Zalaccas*), which form quite a wood. the upright growing emperor palms (*Oreodoxa*), indigenous to the Brazils, bulging out below in the form of a pear, and with which also the carriage-drive near the palace is planted; different species of *Phoenix*, among which is the date-palm (*Phidactylifera*), many varieties of the cocoa-tree (*Cocos nucifera*), the oil-palm (*Elaeis Guinensis*) from Guinea; a grove of sago-palms (*Metroxylon*), and finally the cocoa-de-mer (*Lodoicea Seychellarum*), with its enormous and apparently double fruit, and its equally large fan-shaped leaves, the stems of which are as hard as iron.



GOVERNMENT BOTANICAL GARDENS AT BUITENZORG.

To the left of the palm section we have east a glance at the shady and agreeable resinous-smelling section of the Gymnospermae, in which Araucarias, Damars, and tropical pine-trees, strike us by their elegant forms, and remind us, to some extent, of the flora of European fir-forests.

Turning twice to the right, we walk back along the banks of the Tjiliwong, and come into the lower garden, which now, after the extension of the hortus on the opposite island, is entirely fitted up with morass and coast plants. Here one can study the Rhizophorae, or mangroves, which everywhere in the Archipelago cover the low banks of the coast, and, by their close and airy root-nets, hold fast the mud of the rivers, and thus promote alluvion. Their seeds germinate on to the branches, and become long, staff-shaped bodies, which, eventually falling off, force a passage to the muddy bottom, and immediately take root; for this reason these plants are called viviparous.

Sonneratia acida, in the south-eastern corner, is a wood giant of the marshy seaside woods, which derives the necessary air for its root system from root branches specially appointed for the purpose, and which grow perpendicularly into the air and spread their branches above the earth. Here also can be seen the papyrus plant of the Egyptians (*Cyperus papyrus*).

Over the bridge of rasamala-wood (taken from the wood giants on the slopes of the Gedeh), along the dwellings of the native workmen, the opposite garden can be reached, but first it is worth while to have a look at what is called the "boschtuin" (forest garden), II O and P, where, under a thick arch of shady trees, a number of the inhabitants of the dense primeval woods, are kept alive.

Here we find, for instance, the strange ant-plants (*Myrmecodia*), whose swollen, spongy, perforated stems seem, on first view, designedly fitted up as a nest for the numerous ants with which they swarm, although investigations have proved that these only coincidentally take advantage of the opportunity afforded them.

In the opposite garden, which was only laid out a short time ago, and of which consequently we can give but an incomplete sketch in this Guide, we meet, in the first place, with what is called an *école botanique* for seed-plants, i.e. a series of beds, in which the species of the different genera are planted out in alphabetical order, therefore not according to their systematic classification. Particularly interesting, only to mention some, are the Aristolochias with their strangely formed and spotted flowers. Moreover, the island garden is entirely set apart for climbing-plants. A new Canary Avenue has been laid out right through it, which in half a century will equal

the old one in stateliness, as it even now excels it in length and breadth.

Returning to the old garden over the broad stone bridge near the palm section, we come to the private bathing-place of the Governor-General, before which stand in V B and C the Myrtaceae, to which belong the clove-tree, Djamboes, and the Eucalyptus.

Opposite the bathing-place stands the Lontar palm, and a little farther on the iron-wood tree, and in section VII F and G, figtrees flourish.

Proceeding till the northern extremity, we find in section IX D the advocaat-tree and the cinnamon-tree species; in IX A to E we



GOVERNMENT BOTANICAL GARDENS AT BUITENZORG.

meet with crotons (*Codiaeum*), the sweet cassava (*Manihot utilissima*), and the ceara-rubber tree.

In department VI A stand iron-wood trees, and to the right of the great road, grow Sterculiaceae, with orange-red fruit leaves and velvet-black seeds.

Going below, we see to the left, species of the *Elaeocarpus* the Para-nuts yielding *Bertholletia excelsa*, elegant, blooming *Barringtonias*, and the *Melania*, producing Kaiou-poutih oil.

In the corner of IV F grows the sandal-wood tree, and in IV H and IV G the "Zuurzak", the "Boewa nonna", and "Srikaya", all belonging to the family Anonaceae; in India well known fruit-trees, and the Magnoliaceae, bearing sweet-smelling flowers.

The *Stelechocarpus Burahol* bears flowers and fruit on its trunk,



THE PALACE OF THE GOVERNOR-GENERAL AT BUITENZORG.

and the *Myristica Horsfieldii*, IV G, spreads a pleasant smelling odour in its environment.

Between the *Diospyros* species in group IV D and B, to which Ebony, Kaki-fruit, Styrax, Benzoin, and the getah pertsja belong, and the poisonous Apocyneae in group IV A, we see, on the strictly reserved grounds belonging to the palace of the Governor-General, the *Kigelia pinnata*, with its sausage-shaped fruits (see also in group XI H), and the *Victoria regia*, floating on the pond along which we walk, in order to look at the quaintly growing *Urostigma Rumphii* in group III H.

Between other Sapindaceae and *Sapindus Rarak* in III J, the

fruit of which can be used as soap, we approach the *Filicium decipiens*, indigenous to Ceylon, next to the American *Cecropia*, and the little pond with its *Nymphaea* species, overshadowed by a large *Ficus elastica*, with its network of air-roots. Ascending to the Canary Avenue, we leave to our left the family of the Meliaceae, to which belongs the mahogany-tree, and in the corner of group III J, we find a *Urostigma giganteum*, which very often sheds all its leaves at the same time, and, in group III K, the coca-yielding tree, *Erythroxylon coca*.

In the second division of the Canary Avenue, chalice-bearing



GOVERNMENT BOTANICAL GARDENS AT BUITENZORG.

plants climb up the trees, and in XI H stands the *Parmentiera cerifera*, with fruit like wax-candles. Along the Lotos at the end of the lake, the fan-shaped banana-tree or traveller's tree (*Ravenala Madagascariensis*), the ginger-tree, Cardamom, and Curcuma, in XIV C, the bamboo, along the brook, the splendid Livistona-palm avenue on the other side of the bridge, the rose-garden, with the monument erected to TEYSMANN, the founder of the "Hortus Bogoriensis", the cane species in XII C and D, and the poisonous Upas-tree, we approach the Orchid House, the lath conservatory covered with Fuchsonia and Passifloras, with Marantas and Calatheas, the Bromeliaceae growing on coral, and a group of Dieffenbachias and Anthuriums.

Along the Nursery grounds, which are not open to the public, we leave the garden by the Canary Avenue.

The Agricultural garden—important to those who feel interested in tropical plants—is situated in the Buitenzorg quarter, Tjikeumeuh, and is about half an hour's walk from the Hotel, or it can be reached in shorter time per trap ("karretje") for half a florin there and back.

Further excursions may make the stay here agreeable and lend variety to it.

Kota-Batoe can be reached per trap in half an hour's time for f 2.50. Here is an excellent bathing establishment (15° Celsius), and shapeless lumps of antique stone figures are to be seen.

To *Batoe Toelis* (= inscribed stone) by rail, on foot, per carriage, from the Hotel, or by small car, easily to be reached. From here we can enjoy a beautiful prospect of the surrounding districts, as well as have a look at a hieroglyphical stone from the Hindoo period.

To the *Convalescent Establishment, Gadok*, situated about thirteen miles from Buitenzorg, on the main road, near the Preanger.

From Buitenzorg to Soekaboemi.

The railway between these two places runs with many curves in a southern direction, across the Saddle, between the Salak (2253 m.) in the west, and the Gedeh in the east, and winds near Tjibadak towards the east. Against the slopes of these two mountains, lie several coffee- and tea-plantations, among them Parakan Salak and Sinagar. The rows of planted tea-shrubs give unto the landscape a pleasant variety, and its neatness and cleanliness are in striking contrast with the wild wood vegetation, that stretches across the sharp projections and ridges of the mighty volcanoes.

Between the stations Tjibadak and Soekaboemi, we have towards

the south, a view of a series of hills, which are partly bare, behind which the Kendang mountains rise, that remind us of the passage between Munster and Pyrmont.



ROYAL PACKET COMPANY'S CONVALESCENT ESTABLISHMENT AT SOEKABOEMI.

Soekaboemi,

which means the "desire of the world" and lies about 650 metres above the level of the sea, has an average temperature of 75° Fahrenheit.



VICTORIA-HÔTEL AT SOEKABOEMI.

heit, a lovely climate, some good hotels, and a beautiful club. The Hotel of Mrs. PLOEM, Mr. LENNÉ, (pavilion system) and the Convalescent Establishment, Sela Batoe (1700 m.) with a magnificent prospect, among the best.

At the station, conveyances can always be had, the dos-à-dos for 25—50 cents per drive.

Besides walks in or about the place itself, which is being extended more and more as many pensioned officials and officers come to live here, many little excursions can be made from this point.

Wijnkoopsbaai.

The beautiful "*Wynkoops*-bay, that lies about 35 miles distant, can be reached per trap for about 10 florins, or for the last 12 miles, it may be accomplished on horseback along a pretty good road, and past the mission station, Pengharâpan (the Hope).

Wynkoops-bay is one of those few attainable points of the southern shore of Java, so abundant in grand scenes, where the waves, piled up by the high surf, throw liquid lace-work upon the dark rocks.

In the campong Pelaboean-Ratoe (*i. e.* Royal anchorage place) situated on the bay, we can get pretty good board and lodging for f 2.50 per day in the pesanggrahan (rest-house).

Drinks and bread, however, we have to bring with us, as well as those things we might require in addition to what we receive at the so-called rice-table, and for supper.



WYNKOOPS-BAY.

Some enterprising men saw a profit in building a hotel here; ere long it will be ready; it is said to become the finest hotel of Java and quite of European cast.

About one mile to the south-east of the place, we find, on the seashore, a spacious grotto, from which we can enjoy the most glorious sunset, and see the native fishermen busy at their trade.

Before long an automobile-omnibus service will be opened between the station Tjibadat and the Wynkoops-bay — per car it takes 5 hours —; about half of the distance however will be accomplished in covered "prauws" (Indian vessels) on the Tjimandiri. The river-valley with its rockwalls, about 1000 feet high, is exceedingly beautiful.

The bay of *Tjileboet* (sand bay) can be reached by sea; its alluvial soil, covered with woods and rice-fields, is surrounded by an arch-shaped mountain wall (the Linggoeng) from which seven great waterfalls rush down; or we might steer in a westerly direction to Tjisolok, where grottos are to be found that are well worth seeing.

From Batavia we can reach Wynkoops-bay by sea with one of the steamers of the Royal Packet Company, which maintains a two-monthly service to this bay; before long every month a steamer of the said Company will make the trip.

From Soekaboemi we can also go, per trap, to the *Njalindoeng* (*i. e.* hidden in clouds) four miles distant, 1000 m. high. The precipitously sloping road affords a beautiful prospect of the broad mass of the Gedeh, with the plain of Soekaboemi in front.

Not far from the pesanggrahan lies the lovely lake *Telaga Warna* (large 5 Hectare), close to which are tea- and coffeeplantations. Seven miles farther up lie the Government stud, called *Poerabaja*.

A nice little excursion can also be made to *Sela Bintana*, situated on the Gedeh (per car, for f 2.50 to f 3.—), or to the small plateau, an hour's walk farther on. Descend along a narrow, far from easy path on the left, to a cleft 500 feet deep, from where, on the opposite side, a mountain stream rushes down from a height of 130 m., like a splendid waterfall.

In the same direction it is possible to ascend the Gedeh, and going from its crater farther north, to descend to Sindanglaja.

For that purpose it would be necessary to take a good guide, and all that is required for a night's camping out in the primeval wood.

From Soekaboemi to Tjiandjoer and Sindanglaja.

Tjiandjoer, situated in a large basin, 579 M. above the sea, and consequently very warm, can be reached by rail, or per car for f 5.—, along the main road, and has a tolerably good hotel. Both ways are very pleasant.

Having passed through the tunnel that is hewn out of the mountain ridge separating the plains of Soekaboemi and Tjiandjoer, we steam through a small ravine, which abounds with picturesque spots.

If we follow the main road, we get from the watershed near Gekbrong, first a view of the fertile valley of Soekaboemi, with the mountains and ridges that surround it, after which, we notice in the direction of Tjiandjoer, an extensive plain covered with luxuriant rice-fields, surrounded in the north by the Gedeh, Megamendoeng, etc., and in the south by the Djampang mountains. Tjiandjoer itself offers nothing interesting, but from here we reach, per trap (f4.— to f5.—), or per carriage (f11.—) along a beautiful mountain road, the convalescent establishment, *Sindanglaja* (1074 m. above sea-level), belonging to and managed by Mr. LEROUX (pension f6.— per day). A billiard-room, recreation-room, skittle-alley, croquet-lawn, etc., tend in a great measure to make a stay here pleasant.

In this healthy, cool, and humid mountain climate, nice walking excursions can be made. For instance, to the *Poentjak*, the highest point of the main road from Tjiandjoer to Buitenzorg, from where we enjoy a nice view of a part of the Preanger, whilst the small lake *Telaga Warna* (= colour-changing lake, 100 fathoms deep), that lies a few minutes farther on, affords a lovely resting-point. Nor should we omit to visit *Tjipanas*, the country residence of the Governor-General, at about 20 minutes distance.

Visit also the *Kasoer* mountain with its splendid view of the Koedjong mountains in the north, the Krawang mountains, the Parang, and the Java sea in the north-east, across the valley of Tji Pandawa, towards the Boerangrang in the east, the desolate and steep ridges of the Megamendoeng, and the Geger Bintang in the north-west. In the south-west, we get a view of the Gedeh (in the crater of which we can distinguish the trachyte layers, and sometimes, a white column of smoke) and of the higher Pangerango (3022 m.), that at sunrise has some resemblance to the glowing tops of the Alps.

The pasar (market) at *Patjet*, 2½ miles distant from Sindanglaja, affords a pretty sight on a Saturday morning. The toilet of various colours of the Soendanese women cannot be compared with that of the native ladies in the Padang highlands, but they have red cheeks and smiling faces; for the life of the natives in this part of Java, is certainly very much happier than that of many a small farmer in Europe.

For larger excursions, we can always get what we want at the Sanatorium, at reasonable prices. The trip to the mountain garden *Tjibodas*, nine miles distant, and situated 1425 m. above sea-level,

can be made by a good walker, between the hours of 9 and 10 a.m.

The road, that leads through a ravine, can, of course, be done more easily on horseback, or per sedan-chair. In this garden many ornamental plants and useful trees are cultivated. There are two roads, one *via* Tjipanas, longer but better, and one *via* Rarahan, shorter but worse.

Ascent of the Gedeh and the Pangerango.

Instead of returning to Sindanglaja, you can continue the walk up the mountain towards *Tjibeureum* along the road that branches off below Tjibodas. Along a mountain path, here and there densely overgrown and badly kept, through a primeval wood, we reach the Bat grotto, and get to the waterfalls of the *Tjibeureum* (130 metres high), flanked by those of the *Tjikoendoel* and *Tjibodas*, over slippery bridges and a rocky ground. The majesty of this scene is overwhelming. From this point we must return to the open place, where the road divides, and choose the left path to ascend the Gedeh. Still climbing, we reach in two and a half hours Kandang-Badak (*badaq* = rhinoceros). Those denizens of the wood have, if not entirely, at least for the greatest part, disappeared from this mountain. One couple is said to be still living on the Pangerango. Continuing to climb, taking the path to the right, we reach in another hour and a half, along steep slopes and narrow paths, the summit of the last-named mountain, called Mandalawangi. For the active crater of the Gedeh, the left path has to be taken.

How, and at what time best to undertake this mountain ascent, and what you have to take with you in the shape of food and clothing, is to be ascertained from Mr. LEROUX, who has already shown himself of great practical assistance to many tourists.

Most people start in the afternoon from Sindanglaja, ascend during the night through the wood, in order to enjoy the sunrise and the absence of clouds around the summit, and to admire the lovely panorama of the inferior and the mountain-chains of West Java. In that case one can be back in the hotel in the afternoon. We might also visit Tjibodas and *Tjibeureum*, the first day, pass the night at Kandang-Badak, and the next morning before sunrise, departing at four o'clock a.m. with torches, ascend the Pangerango, and again descend to Kandang-Badak, to pass the night there again, in order to ascend the Gedeh on the third day early in the morning, and to return to Sindanglaja the same day.

The Pangerango (Mandalawangi).

The whole chain of mountains which is named the Gedeh, belongs to one of the most remarkable volcanoes of Java, as the two crater-pits by which they are bored through, are of an extraordinary circumference. That of the Pangerango in the north-west is the larger, and has the form of a mountain cleft, which lies open to the south-west, and, according to the great naturalist JUNGHUHN, is encircled by two semicircular-shaped crater walls—the Sella to the south and the Pangerango to the north—which on the outside follow the slope of the mountain, but on the inside rise almost perpendicularly.

In the south-west these walls approach each other and form a narrow gap 250 metres deep, through which the brook Koeripan, that has its springs upon the highest summit, discharges itself in the midst of a dense wood. Inside those walls, in the east corner, a new regular cone has risen, the upper pinnacle of which, now slightly hollowed out, is truncated, and is named the Mandalawangi. It rises 370 metres above the previously mentioned crater walls, and forms the highest top of the whole mountain system.

The Gedeh (s. s.).

The Gedeh crater, on the contrary, is a truncated cone, bored through on the inside, of which the north slope is missing, and which standing open on the north side, forms a more than semi-circular-shaped and very sharp wall, which encloses an uneven crater bottom, more than 700 metres broad.

That wall has, on the outside, a slope of 40° and is built on the very steep inside of column-shaped, disconnected trachyte masses, which, caused by the different eruptions, are heaped together in layers that gradually get thinner.

The north-west part of this wall is connected with the Mandalawangi by the Pasir Halang ridge.

This half crater wall is accumulated to a height of 250 metres, inside a former, older, and much larger crater, called *Sedaraoe*, the bottom (*aloon-aloon*) of which is covered with pumice-stone, and encompassed on the south and east side by a semicircular-shaped wall, 170 metres high, called the *Goenoeng Gemoeroe*. From this old crater wall also, the whole of the north and west part is missing. The whole, therefore, is a crater within a larger crater, whilst the still active crater-opening, which has already surrounded itself with a high wall again, is situated within the smallest. The whole of this complicated ground-plan of the Gedeh, can be seen at a glance from the top of the Pangerango.

From Sindanglaja to Bandoeng.

Starting at 5 a.m., we can easily catch the morning train to Bandoeng, but in case we think this too early, then we must start about ten o'clock and we can partake of lunch at the Tjiandjoer station, before the journey is continued in the afternoon.

Upon the viaduct, across the Tjisokan river, between the stopping-places Seladjambé and Tjirandjong, we have to the right a beautiful view of a waterfall, and from the one across the Tjitaroem, an interesting glance into the deep ravine of this river.

After passing by rail over the Goenoeng Mesighit, along the sharpest slopes that are traversed by full-sized trains without the cogged wheel, we descend into the plain of Bandoeng, situated 700 miles above the sea. This is fenced in on the north side, by a mountain ridge, from which rise the Boerangrang, the Tangkoeban Prahoe, the Boekit-Toenggoel, the projecting Poeloesari, and Manglajang, the Boekit-Darian, the Sembilan, and the Karimbi.

By the corner mountain Boekit Toenggoel, this mountain ridge is connected to a south chain, which runs across the Kaleidong, Bodjong, Mandalawangi, and the Rakoetah, in a westerly direction, till it is separated by a cleft of the mighty five-topped Malabar mountains.

Between the Malabar, and the more westerly-situated Tiloe, lies another ravine, which causes the water to run in a northern direction from the mountain plateau Pengalengan (1500 metres).

Through the Patoeha and the Tampok Roejong, this southern mountain range is connected with the Gedeh. All these mountains are of volcanic origin.

Bandoeng.

Omnibuses from HOMANN's and THIEM's hotels are in waiting at the station. Both very good. The same cannot be expected of the small hotel Phoenix, on account of its low charges (ƒ 2.50 a day). The early morning hours are often misty here, but during the other part of the day, we may fully enjoy the cool, humid climate.

A walk through the rather extensive place with its aloon-aloon (plain) in front of the house of the Regent, where the great Mesighit is situated, the lofty Government building, the park, the school for native teachers, the pasar, and the racecourse, from where there is a good prospect of the south mountain-chains, is strongly to be recommended.

If we happen to visit Bandoeng in July, we might go to the annual races, and notice how orderly are the merrymaking crowds of neatly-attired natives.

The bathing-place *Tjampelas*, situated at about two miles distance behind the Government building, can be reached per trap in twenty minutes for half a florin.

For two pence (10 cents) we can here get an excellent shower-bath of clear, fresh mountain water.

For f 2 $\frac{1}{2}$ to f 3.— we drive from here in half an hour, to the small waterfall *Tjoeroeg* (13 metres high), a very nice spot for a picnic.

From Sindanglaja (5 $\frac{1}{2}$ miles distance from Bandoeng), per car or carriage, along the main road to Soemedang, on foot or horse, we can reach *Artjamanik*, which lies six miles further and 1230 metres above sea-level, where there is a splendid prospect to be had of the mountain-chains that enclose the plain of Bandoeng.

The waterfall *Pengantèn*, which is reached by rail or car to Tjimahi, then 2 $\frac{1}{2}$ miles per car again, and further 4 $\frac{1}{2}$ miles (1 hour) on foot or horseback, is one of the most beautiful that are found in the Preanger. It is only excelled by the *Tjoeroeg Halemoen*, where the Tjitaroem throws the waters, dissolved in clouds of spray, from the high level of Bandoeng, through a narrow gap down below.

This waterfall can only be reached with great difficulty, and not without assistance of European and native officials of Bandoeng and Radjamendala.

Not quite convenient for the tourist is a trip to the crater of the *Patoeha*, which is more than 2400 metres high: first per trap to Tjisondari, and further 10 miles on horseback up the mountain. On its summit are found two craters: the first is a greenish-blue alum lake (230 metres broad) at the foot of the sparkling trachyte rocks (100 metres high), and covered with brimstone vapours; the second a funnel-shaped crater bottom (200 metres wide), entirely covered with vegetation, the inside of which is encircled by sharp, almost perpendicular, walls. A few miles farther up lies the *Telaga Patengah*, 1550 miles above the level of the sea, and surrounded by Peruvian-bark plantations.

With some assistance from the Government officials, or from the administrator of that estate, it is possible to make this journey without much trouble. From the top of that mountain, easy of ascent from the small lake along the sharp west crater wall, we enjoy a magnificent view over the entire mountain complex of the Preanger. The solfatara of the *Wajang* is also highly remarkable.

It is to be reached via Tjisondari and the pesanggrahan of Pengalengan.

The crater, 170 metres wide and 230 deep, lies at a distance of six miles from Pengalengan, and is entirely covered with a milk-

white tint, caused by the white-coloured sulphurous vapours that rise through hundreds of crevices of seething water-pools. A geyser, that works for two or three minutes, with one minute's interval, and shoots up a hot, muddy, sour water, sometimes as high as 10 feet, a large fumarole of boiling hot steam, that escapes with great noise, a milky-coloured boiling-hot river of sulphuric acid water, make this trip a very interesting one.

Ascent of the Tangkoeban-Prahoe.

The most interesting excursion from Bandoeng is, however, the one to the crater of the Tangkoeban-Prahoe (*i.e.* the upset boat, 2000 m.).

For that purpose we start in the evening, or very early in the morning, per trap for *Lembang*, about 15 miles distant, where we can pass the night in a pesanggrahan for $f2\frac{1}{2}$ per day for board and lodging, $f5$.— for saddle horses, $f1$.— for sedan chairs, and 50 cents for coolies and guides.

Along a good but steep road, through Peruvian-bark plantations and virgin woods, we reach the edge of the oval crater opening, an English mile in length and half a mile broad, where a shed has been erected.

Right across the assistant-residentie Krawang we discern the Soenda sea; and before our very feet gape the two gigantic furnaces, more than 200 metres deep: the one most to the east is the larger, and still active; it is called the Kawa Ratoe (Royal Crater).

The grooves which the rain has formed here, along the inner wall of this opening, meet together at the bottom of the crater, where a few lakes are in a constant seething and boiling state through the escape of steam and gases.

At the east side of that crater bottom, solfataras are found with the loveliest sulphuric crystals and sulphuric flowers. The west furnace, Kawa Oepas (poisonous crater), 70 metres less deep than the other, contains a small lake in its muddy bottom, and the saddle-shaped low mountain ridge, that since 1804 separates both pools, lies with its lowest point 33 metres above the bottom of the west boiler. The descent to that crater bottom takes place along that separating mountain ridge, and down wooden steps, but is, nevertheless, very fatiguing on account of the loose tuff-stone and the lava that lie piled up against the crater walls. Without a guide it is dangerous, on account of the chance one runs of sinking into one of the boiling little lakes through the thin crust of the crater bottom.

The last great eruption of the Tangkoeban Prahoe took place in May, 1846. Since the above description was written, a new eruption has occurred, in May, 1896, and a new crater seems to have opened

From Bandoeng to Tjitjalengka and Garoet.

From Bandoeng we reach picturesque Tjitjalengka in little more than an hour, from where the main road to Soemedang (called by an English tourist "un pezzo di cielo caduto in terra") leads through the extensive swamps of *Rantja Ekek*, the snipe-shooting place *par excellence*. At the shooting matches held here once a year the best marksmen kill 150 snipes in a few hours.

The rocky gate *Tjadas Pangéran* (the royal stone), with its two waterfalls, in the neighbourhood of the highest point of the road, and the mountain view, a.o. on the volcanoes Tampomas and Tjerimai in the east, that can be enjoyed here, make a journey to Soemedang, where a second-rate hotel is to be found, well worth while. The railway journey from Tjitjalengka to Garoet is highly interesting.

To Nagrek the road rises 177 metres, thence to descend again 264 metres to Rantja Batoe, from where the principal line runs through to Tjilatjap.

Near the viaduct (180 m. long), across the Tjisäät, 40 metres deep, the top of the Kaleidong mountain appears.

Past the plain of Lèlès, we have straight before us the black thunder mountain, Goentoer (1982 m.); on the left of us the sugar-loaf-shaped Haroman, which is entirely cultivated; and, still further to the left, the Seda Kling (= the dead Kling mountain), which is connected by a mountain ridge with the more southerly-situated Telaga-bodas mountains, the Galoenggoeng, the Kratjak, the beautiful Tjikorai, and the Papandajan. The latter is again connected by a ridge with the precipitous Tiloe, and finds its junction with the Rakoetak across the Kawa Manoek.

Past the stopping-place Tjimanoek we cross a bridge 90 m. long that lies across the foaming and roaring river of that name; and past the station Rantja-Batoe we also see the Goentoer in the west, the active volcano Papandajan (2600 m. high), with its white crater walls in the south-west, the Galoenggoeng (2200 m.) in the east, and the elegant peak of the Tjikorai (2813 m.) in the south-east.

Garoet.

In the midst of those mountains, so different in colour and shape, lies the clean and pretty little town of Garoet. It possesses an excellent hotel of the pavilion system, belonging to Mr. VAN HORCK, whilst lodgings can also be obtained at Mrs. RUPERT's (excellent bathing-rooms with warm and cold shower-baths). The local Club is accessible to strangers. Nice though the little town is in itself,

yet its greatest attraction is to be found in the lovely nonfatiguing little excursions which can be taken from here, and which the extremely healthy and cool mountain climate naturally gives us a zest for.

Per carriage or car, to be ordered at the hotel, we reach the picturesque little lake *Sitoe Bagendit*, in 40 minutes. There we find a covered raft, which takes us for a trifle across to the hill, crowned with an open cupola, situated on the west bank.

From here we discern in the west, the Goentoer, on the right of it, the Haroman and the Tangkoeban Prahoe Ketjil *i.e.* small



BRIDGE NEAR GAROET.

upset boat), in the east the Seda Kling, and the Galoenggoeng, the broad crater gap of which is not visible from here, and in the south, the Kratjak, behind which the Tjikorai projects, and next to which the smoking Papandajan is visible.

An excursion can also be made to *Tjipanas* and the Goentoer.

In order to get there, take the road at Trogong ($2\frac{1}{2}$ miles from Garoet) which leads to the five warm springs, each of different temperature, where for two pence we can make use of one of the six stone bathing tubs in simple bamboo rooms.

Along here the path leads to the Goentoer, which is difficult of

ascent, on account of the still fresh condition of the lava stream. This volcano is one of the most active of Java, and often throws up sand and stones with a roaring noise. The crater lies 183 m. below the summit, which like all the rest of the mountain, is entirely bare and covered with dark-grey ejected matter (scoriae).

The "Prinsen" mountain that stands next to the Goentoer, and is also called the "Goenoeng Poetri", is easier of ascent and commands an extensive prospect over the beautiful districts.

Walking back, it is better to take the road through the small village of Rantja Bangoe, in order to obtain a view of a Soendanese desa (village).

The Papandajan.

The trip to the crater of the Papandajan, is, however, the most resorted to.

It is best to go on foot or by car to Tjiseroepan, situated 300 m. above sea-level, 11 miles south of Garoet. You can also start at four a.m., but in that case you would have to give notice to the "Mandoer" (keeper) of the pesanggrahan to have horses, sedan-chairs, and coolies in readiness (moderate charges).

After a ride of 1 $\frac{1}{2}$ to 2 hours on horseback along a road of white lava, you can easily enter the crater, which is 2600 m. high, from where you go on foot to the open little shed.

Here we have a look into the whizzing, seething, and snorting bottom of the crater, and of the inside of the steep walls (270 m. high) that surround it on three sides in a semicircle. Conducted by a guide, you can also walk between the mud springs, sulphur pillars, and solfataras, amid the deafening noise of the self-building sulphur columns, the hot vapours, and the water spouting mud volcanoes.

The Tji Papandajan, rising above the crater, gets heated by these vapours and pools, and runs over layers of Java down below into the dense wood.

Lovers of mountain-climbing are advised to ascend the ridges situated behind the crater, with their woods which have been choked by volcanic eruptions.

From the signal on the top, we may enjoy a matchless view both to the north and across the mountain-chains that descend to the south shore. It was on the 12th of August, 1772, that the only known great eruption of this volcano took place, on which occasion forty villages were destroyed, and nearly 3000 people lost their lives.

A trip to the *Telaga Bodas* (=white lake) is very interesting. For that purpose take a carriage or car (*f* 7.— there and back) to

Padaharan, seven miles distant, where, in the house of the district chief (wedana), the very moderate tariff, for saddle horses (f 5.—), sedan chairs with four carriers (f 5.—), and guides (f 1.—), is hung up.

This greenish-white sulphur lake (1724 meter above sea-level), enclosed by steep walls, is reached through coffee-plantations and a wilderness. In half an hour this lake, which is almost circular in shape, with its diameter of 7000 feet, can be walked round, and the waterfall, solfatara, and the hot springs which heat the water and put it into a bubbling motion, can be visited.

The green banks that rise high in the north, form a strange contrast to the surface of the water, which receives its white reflection from the sulphur and the alum, at the bottom of the lake.

No volcanic eruption has taken place here since 1822.



THE TJIMANOEK

About 150 to 250 metres lower, we find in the north-west, at the source of a small valley, completely surrounded by shrubs, *Pedagogan*, the valley of the dead (slaughter-place), with a bare, crumbled bottom of a pale grey-yellowish colour, which throws out choking vapours, that stick to the bottom, kill the small animals and reduce them to the mummy state.

The journey back to Garoet again affords lovely views of the mountains, with which we have now become acquainted, and of the conical *Seda Hoerip* (the received death) at our very feet.

Unnecessary to say, that where the high mountains and the virgin woods that cover them are so easily reached, as is the case here, the gathering of orchids and other forest plants presents no difficulty.

Hunting.

From Soekaboëmi, Tjiandjoer, Bandoeng, and Garoet, excursions can be undertaken to the thinly populated, wild country of the South Preanger, where tigers, rhinoceroses (*badaq*), panthers, wild buffaloes (*bantèng*), deer, wild boars, etc., etc., may be hunted. For this, however, arrangements must be made, the particulars of which cannot be given in such a book as this.

With the assistance of the Government officials, and the numerous



THE BANTING OR WILD BUFFALO.

amateur sportmen amongst the Europeans, there is no great difficulty, however, with regard to this.

As far back as 1877 the Prince of Lichtenstein went with only one European hunter, and a few coolies from Soekaboëmi, to the *alang alang* fields, situated on the south seashore, remained there twenty days, and shot, among other animals, a rhinoceros. The Archduke of Austria Este, too, went in 1892 with a large company of hunters from Tjiandjoer to the south, where the great herds of half-wild "karbouwen" graze. The landed proprietors of these parts often make interesting hunting parties for big game. Of the native population one need stand in no fear. The Soendanese are willing and ready to help. It has never been necessary to place a garrison in the Preanger, or to use military force, except on one occasion, when precaution had to be taken against the spread of the cattle plague.

It is true that the numerous plantations in these parts attract many strange coolies, who cannot always be trusted, yet this beautiful mountainous district belongs still to the most peaceful parts of Java, and is just as safe, if not safer, than any country of Europe.

From Garoet to Mid-Java.

In 1895 the central railway line was opened. It connects Rantja Batoe *via* Tasik-Malaja, Tjiamis, Bandjar, and Maos (with a branch line to Tjilatjap) with the railways of Mid- and East-Java.

The first part of this line, the fruitful plain of *Tasik-Malaja*, is the most beautiful of the entire Preanger lines. This plain was destroyed in 1822 by an eruption of the Galoenggoeng. The valley of the Tjitandoei, and the marshes to the west of Tjilatjap, formerly inaccessible, can now be traversed by rail.

Beyond the unhealthy region in and around Tjilatjap, at Maos, a Government hotel affords opportunity for passing the night. From there the journey to Djogjakarta can be continued the next morning.

At Bandjar the upland is left behind, and the warmth increases at every turn of the weel, whilst the prospect from the train decreases in interest and beauty.

M I D = J A V A.

From Batavia to Samarang.

Travelling from Batavia to Samarang, the principal seaport of Mid-Java, it is better to make use of the direct steamers of the Packet Company, which, in twenty-four hours accomplish the passage over the generally very calm sea. The steamers, which call at the coasting-places *Cheribon* at the foot of the isolated volcano Tjerimai, 3070 m. high), *Tegal* (behind which rises the smoking Slamat, 3427 m. high), and *Pekalongan* (with the Prahoe mountain, 2500 m.), take a day longer.

The boats start at 9 a.m. from Tandjong-Priok. As they are generally very crowded, it is advisable to book a place some time in advance, and to go on board in good time.

In the west monsoon the volcanoes of the Preanger district are often visible from the harbour. From west to east they are called the Salak, the Pangerango-Gedeh, and the Tangkoeban Prahoe. Between the latter, a fantastically-formed chalk range is seen,

called the Krawang mountains. In the west, rise the volcanoes of Bantam: Karang and Poeloesari.

Past the bend of Indramajoe, the boat keeps too far off the shore for anything of the land to be distinguished. Towards noon the low-lying "Boompjes" islands are seen, on the nearest of which stands a lighthouse.

Next morning we reach the roads of Samarang, which, on a beautiful, clear day, afford a magnificent view. The blue bay is surrounded by a circle of volcanoes. These are from west to east, the long ridge of the Prahoe (Diëng Mountain), the twin cones Sindoro and Soembing, the Oengaran, which is more to the front, and the Merbaboe, that appears behind it to the left. Right in the north-east we discern the isolated Moeriah, several tops of which are fluted. From the beach the land rises in hillocks and terraces, upon one of which the white water tower of the upper town of Tjandi is visible to the naked eye.

Of Samarang itself, we perceive the lighthouse, the town hall (a gigantic square building), and next to it a church, with cupola and a few spires.

The whole gives one the impression of a large seaport town, which impression diminishes to a great extent when we visit the place. Landing is effected by means of a small paddle steamer at f 2.— per head; or by sailing prows, which may be hired for f 1.50.

During the west monsoon season, the landing is often dangerous, if not impossible. On arriving at the quay, we find all kinds of conveyances, as well as a steam-tram, that conveys passengers to the foot of the hill, on which stands the upper town of Tjandi.

SAMARANG.

Samarang is the capital of the province of that name, with 80,000 inhabitants (3,800 Europeans), and lies on the river Ngaran. The parts of the town occupied by Europeans may be divided into the old and new quarter.

The former that until 1824 was surrounded by ramparts and moats, lies nearer the sea, and has some resemblance to a South-European seaport town: the houses are built right out into the street, and are not detached; many of them are two stories high; the streets are, for the greatest part, narrow, and without any trees, which consequently makes them close, hot, and dusty.

The more modern houses are chiefly to be found on the *Bodjong*-road, formerly a splendid avenue, planted with canary and tamarind trees, at the end of which rises the imposing house of the Resident. Now, alas, those beautiful trees have been cut down for the greatest part, by the Tramway Company and by the "Waterstaat", which has built there a foot-pavement.

The nicest place to live in, is the part called *Tjandi*, an upper town situated at about two miles distance to the south of Samarang, upon the small spur of a hillock 100 metres high.

Here we find the Hôtel *Tjandi*, that was intended originally for



THE KALI NGAGAN AT SAMARANG; IN THE BACKGROUND THE SIGNAL STATION.

boarders, but where there is also accommodation for travellers, who only wish to stay for some days.

From the terrace of this hotel a splendid view is obtained of the valley in which the town is situated, and of the bay in front.

Tjandi is best reached by steam-tram to Djombang, and thence by foot or carriage up the hill. When we have given notice beforehand to the hotel proprietor, of our intended visit, he takes care to have a carriage ready at the foot of the hill, to convey us to the hotel, free of charge.

The other hotel of Samarang is situated at the beginning of the

Bodjong-road, and is called the Hôtel du Pavillon, where there are good rooms and an excellent table.

There is a third hotel in the town called the "Heerenlogement".

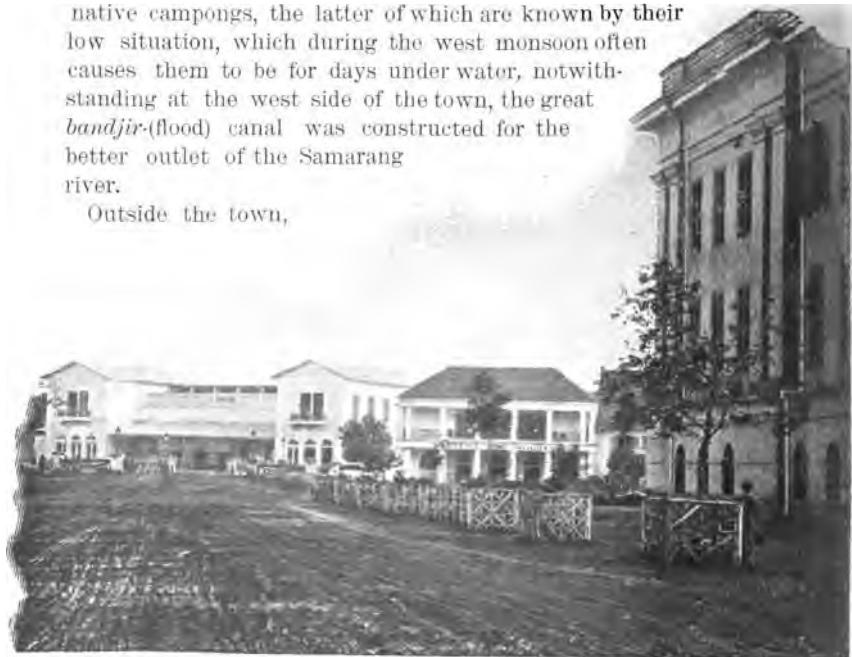
Near the Hôtel du Pavillon is a triangular grassy plain, on the north of which rises the gigantic Town Hall, built in 1854, in which are the Government offices and the Archives. Close by is the Club, and a little farther up, the Signal Station.

The Railway Station is a good way outside the town to the north-east, near the coast. Between the railway and the sea, we observe that the entire country is taken up by fishing-ponds (*tambak*), in which sea-fish, especially the delicious, but many-boned "*bandeng*", are bred.

From the station, a main road, called the Oengaran road, leads along the east part of the town in a southern direction to Djombang, and thence up the hill to Tjandi. Along this road, on which the Chinese camp is situated with its gay and picturesque bustle, runs the steam-tram.

At the west end of the town we find the Arabian and the native campongs, the latter of which are known by their low situation, which during the west monsoon often causes them to be for days under water, notwithstanding at the west side of the town, the great *bandir*-flood canal was constructed for the better outlet of the Samarang river.

Outside the town,



THE TOWN BRIDGE AND THE CLUB AT SAMARANG.

west of the Bodjong-road, lies Fort Prins van Oranje, which, to a great extent, has sunk away into the soft mud that constitutes the bottom.

At the end of the Bodjong-road, near the Resident's house, going to the left, a beautiful byway leads us along different campongs, native and Chinese burial-places, gardens and fields, right into the midst of the Djombang-road. During a short sojourn at Samarang, a pleasure-drive along these roads can be highly recommended.



THE BODJONG-ROAD AT SAMARANG.

Those who have never yet set foot upon Java proper (in contradistinction to the Soendalands), will be struck at Samarang by the indigo-blue colour of the clothes worn by the natives (male and female); and by the many carts and waggons, drawn by cattle (*sapi*), which at Batavia are drawn by horses or Indian buffaloes.

During a longer stay at Samarang, nice little excursions might be made to Solo, Djogjakarta, Ambarawa, Salatiga, Magelang, the Boro-Boedoer and the Dieng mountains.

Mid-Java.

We propose here to give a review of a trip through Mid-Java by rail *via* Kedong-Djati to Ambarawa, by carriage to Magelang and Djogjakarta, and again by rail to Soerakarta, from where we may go on by rail to Sourabaya or return to Samarang. Whe choose this route as the most beautiful and interesting.

The railway-line between Kedong Djati and Soerakarta affords but little interest, and leads for the greatest part through monotonous djati-woods (teak), so that there is not much lost.

If we reach Djogjakarta by rail from Batavia and the Preanger districts *via* Tjilatjap, without having touched at Samarang, it is advisable to journey in the opposite direction, after having first visited from Djogjakarta the ruins of Prambanan. To do this, go by carriage from Djogjakarta past Magelang to Ambarawa, and thence by rail to Soerakarta. The route indicated below is, however, the more beautiful.

From Samarang to Ambarawa.

The train takes us through extensive rice-fields to the station Kedong-Djati, where there is a refreshment-bar, and where we have to get into another train on the other side of the station, which train will take us along hills and across the plain to Ambarawa.

Ambarawa, where we remain for the day, is reached at eleven a.m. In the "Hôtel di Atas" a better table is provided than in the "Hôtel di Bawa".

In the afternoon take a drive through the town (*f* 4.—) along and through *Fort Willem I*, where the club is situated, and to the picturesque little garrison place, *Banjoe Biroe*. The climate here is lovely, if the wind be not too strong from the south-west. The extensive plain is enclosed by a circle of blue mountains, and the setting sun reflects his rays in the glistening divisions of the rice-fields.

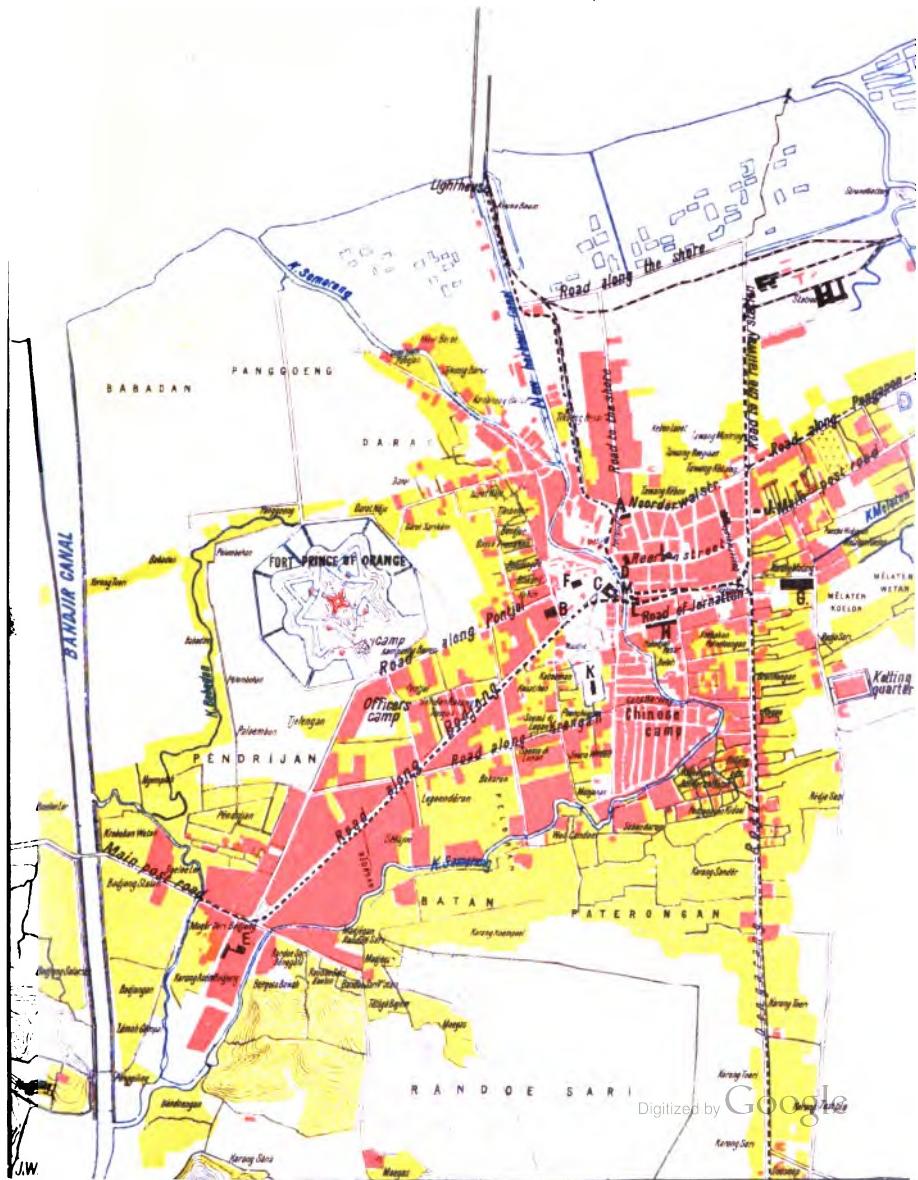
For a row across the marshes of *Rawa Pening*, we must call in the help of the Assistant Resident.

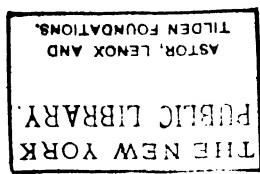
The visit to the picturesque waterfall of the *Toentang*, by rail to the station Toentang, three-quarters of an hour on foot, with a guide, along the road to Salatiga (580 m. above sea-level) and then across hills and through a few rice-fields, can be accomplished without his help.

SAMARANG AND Surroundings.

Scale 1 : 35.000.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Principal buildings. | <input checked="" type="checkbox"/> Railroads. | <input checked="" type="checkbox"/> F. Hospital. |
| <input checked="" type="checkbox"/> Yards with stone buildings. | <input checked="" type="checkbox"/> Tramways. | <input checked="" type="checkbox"/> G. Officers camp. |
| <input checked="" type="checkbox"/> Villages. | <input checked="" type="checkbox"/> Roads. | <input checked="" type="checkbox"/> H. Infantry camp. |
| <input checked="" type="checkbox"/> Churchyard. | A. Heeren Hotel. | I. Protestant Church. |
| <input checked="" type="checkbox"/> Sahaws. | B. Hotel-Paviljoen. | J. Roman-Catholic Church. |
| <input checked="" type="checkbox"/> Estates. | C. Town Hall. | K. House of the Regent. |
| <input checked="" type="checkbox"/> Moors. | D. Clubhouse. | L. Post- and telegraph. office |
| <input checked="" type="checkbox"/> Rivers. | E. House of the Resident. | M. Telephone office. |
| <input checked="" type="checkbox"/> Canals. | | |





At the last-named station a carriage can be hired, which will take us for $f\ 2.50$ each, to the garrison place, *Salatiga*, by a road which leads over the hills along the plain, and affords beautiful views of the Oengaran, the Merbaboe, the Telomojo, and the Gadjah. At Salatiga is a good hotel with excellent accommodation.

From Ambarawa to Magelang.

With the assistance of the hotel-keeper at Ambarawa, we can hire a travelling coach for $f\ 17.-$ or $f\ 20.-$, or a car for $f\ 7\frac{1}{2}$, which will take us in a few hours to Magelang.

The view of the plain and its surrounding mountains is overwhelmingly beautiful. First the Merbaboe, the Telomojo (1900 m.), the volcano Oengaran (2050 m.) thickly covered with vegetation, are seen, and, after we have been drawn up the steep Pinggit by buffaloes (this mountain is 686 metres high), the Valley of Kedoe — the paradise of Java — is seen.

Once past the watershed, the coach speeds quickly along the broad road. On the left, we then have the Telomojo, the Merbaboe (3116 m.), and, more southwards, the active volcano Merapi (2886 m. above sea-level), and on the right, the Sindoro and the lofty ridges of the bare Soembing.

Whilst the Merbaboe, with its deep ravines, issuing from the crater, slopes very gradually, the *Sindoro*, more than 3000 m. high, stretches its naked peak up to the sky, with its straightly flattened top, through which runs, on the outside, an unfathomably deep gap of the crater.

Its twin mountain, the *Soembing*, is 220 metres higher, and, though not so steep, has the shape of an obtuse peak, which contains a crater-pipe with perpendicular walls on the inside.

The crater wall has fallen in on the north side, and the remains are still clearly to be recognized from the plain.

As the Soembing is connected with the Sindoro, so is the *Merapi* connected with the Merbaboe. It raises its conical walls in the south-west, with steep slopes; on the west and east sides, it consists of separate ridges, between which deep crevices run down.

The level top of this mountain, now a lava plain, lies enclosed within the remains of an east crater wall, from which, on the west side, rises the now still active semicircular-shaped crater, which, on the north and north-west sides, spreads its lava right across the mountain slope, and is prevented from doing so on the south side by a notched semicircular-shaped old crater wall.

We have hardly satisfied ourselves with looking at these giants

right and left, before the coach enters the large garrison place, *Magelang*, past the rows of neat officers' dwellings, the great hospital, and the spacious barracks. At the hotel of Mr. UNGLAUB or Mr. Loze, a carriage can be hired to take a drive round the place in the evening. We may once more admire the Soembing from the road, and enjoy the sunset from the naked Tidar hill, south of Magelang.

Plateau of Diëng.

From Magelang, a trip can be taken *via* Wonosobo, to the plateau of Diëng, 2171 metres high, which may be compared with the American Yellowstone Park.

Board and lodging may be had in a good pesanggrahan.

Although this trip through the gap between the Prahoe, the Telerep, the Sindoro, and the Djamboe mountain, situated between Ambarawa and Magelang, is somewhat different to the route usually taken by tourists, it is, however, so interesting that it more than compensates for the expense and loss of time.

The large crater bottom, covered with grass, is enclosed on the east by a wall of 630 miles high, behind the valley of Badaq Pandeng, to the west by the volcano Pagar Kentang, and by the Pangonang, and in the south by the mountian chain Wisma, Pagar Tipis, and Kendil, and is covered with Hindoo antiquities (four temples Tjandi Ardjoeno). Moreover, there are many traces of volcanic action, as the mud-spring Dringa, the Pakaraman or the valley of the dead, a conically-shaped basin, the white bottom of which (15 square m.) contrasts strangely with the walls of from 10 to 30 metres high, which are covered with vegetation.

The Kawa Tjandra di Moeka with its seething sulphur pools, the volcanic little lake Telaga Leri, the richly-coloured Telaga Warna, and last, but not least, the Telaga Tjebong, are, next to the above-mentioned ruins, the most interesting points.

Boro-Boedoer.

In order to visit the renowned Hindoo temple, Boro-Boedoer, start early in the morning from Magelang, and tell the coachman to drive first to the temple *Mendoet*.

At about twelve miles distance from the hotel rises the last-named ruins on an open plain, where the keeper lives.

We enter the building along the partly destroyed steps, and behold a splendid Buddha image, seated between two images of

princes or gods. The rear of the building contains beautifully decorated walls. After a drive of fifteen minutes, during which we pass the new bridge across the Progo, the hill-ridge is reached on which the pesanggrāhan stands, right opposite the temple. Here we can obtain food and lodging, and buy the guide for visitors to the Boro Boedoer, by Dr. GRONEMAN.

The ruins of Boro-Boedoer, built in the eighth or ninth century in purely Buddhistic style, is the most remarkable of the many ancient relics that are to be found at Java. During the time that Java was under the rule of the English, the temple was laid bare removing the ground, which probably was heaped up against it by the last worshippers of Buddha in Java. Within the last years, the wall that encloses the lowest terrace has also been divested of its cloak of stone, photographed and then covered again in order to prevent a subsidence.

Besides of that wall, which also rests upon a terrace, it consists of two square lower terraces, each of $151\frac{1}{2}$ m., and five galleries with balustrades, which, with the inside walls of the lower gallery, rise upon the others like an outer wall, on which, again, four terraces are erected, the three highest of which are circular-shaped; the highest terrace is crowned with a large cupola (*dagob*) $16\frac{1}{2}$ m. in diameter.

The whole building, the interior of which is filled with earth, rises 31—35 m. above the hill, the crown of which is 47 m. above the surrounding plain. Each one of these storeys is distinguished by its richness of architectural details and the many Buddha images. The terrace underneath the galleries, seems to be of a more recent date than the other part of the building and to have been raised half-way up the outer wall of the lowest gallery. The balustrades of the galleries consist of a succession of small temples, each one crowned with three spires, in the frieze of which a sitting Buddha is represented.

In the lowest gallery, with its 408 bas-reliefs, there, beneath each of these figures, a similarly sitting man is represented, with groups of three persons on each side, who carry lotus flowers and mosquito fans.

The other balustrades have niches that contain Buddha images.

The insides of these parapets exhibit a series of various events in 470 pictures of bas-relief sculpture work. Among the latter are remarkable representations of the temple, glorification of Buddha worshippers, a buffalo caressed by a monkey, a monkey climbing on the back of a buffalo, a buffalo worshipped by a monster called Raxasa, a prince of the Nagas, who with his wife sits upon a rough

sea, and receives homage from another potentate with his wife and followers, a Nagas prince sitting as a Buddha in the desert, receiving homage from two pilgrims, another magnate, sitting with his wife upon a divan, and worshipped by a Brahman, also a prince making presents to two noble ladies, etc.

The upper terraces have successively 32, 24, and 16 open-worked cupolas (*dagobs*), each of which contains a sitting Buddha image. The topmost cupola was originally walled in; it rests upon a pedestal of 3.3 m. thick, and is even now 3.6 m. high.

The spire that formerly stood on it, was 9.3 m. high, a part of which only now exists. The image in this cupola has partly collapsed, and when dug out appeared to be incomplete.

Of the 1504 bas-reliefs, there are still 988 in a pretty good state of preservation, whilst there still exists 441 Buddha images.

The wall of the second gallery, represents in the highest row bas-reliefs, the adventures of Buddha Cahyamuni, from his conception to his Nirwana. The representation of his birth is missing. The images underneath, appear to represent the glorification of royal personages.

The third gallery wall, presents in 180 bas-reliefs, the glorification of Buddha; the fourth one represents in 80 pictures, the homage paid to princes, which was due to them as worshippers of Buddha, whilst lastly, the fifth gallery is distinguished for the many images of the deity, and the frequently recurring representation of two princes, probably the builders of the temple.

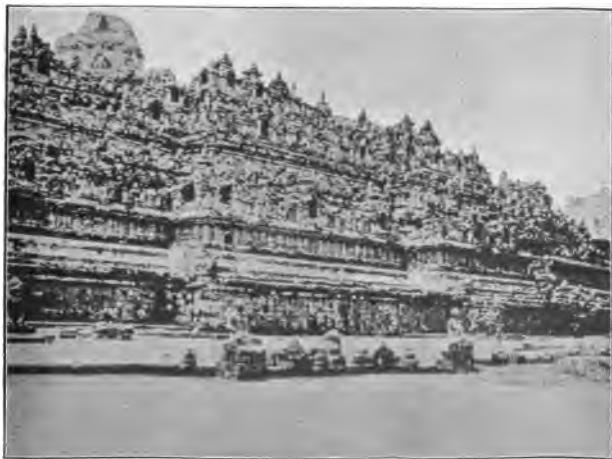
The images are all seated with crossed legs. Those in the three circles round the cupola, resemble each other, and are not provided with a throne, cushion, or aureola. They are supposed to represent Buddha as divining.

Those upon the balustrades vary in the position of the hands. Those on the south side, represent Buddha as teaching, those on the west side as thinking, on the north side, as promising, and on the east side, as receiving.

Upon the fifth gallery sits Buddha, the explainer.

According to another explanation, the images of the lower tiers represent the world of wishes; those upon the upper terraces, the world of forms; and the unfinished image in the top cupola, the world without forms, agreeing with three stages for the obtaining of the Nirwana or eternal sleep. Those upon the upper tiers resemble each other, but in the position of the hands they differ from the others.

Having thus thoroughly viewed the ruins, take dinner in the pesanggrahan, and rest for a time, after which go and witness the beautiful sunset, from the great cupola, upon the temple.



THE RUINS OF BOROBUDUR.

Next morning, enjoy from the same place, the lovely sunrise after which resume your seats in the coach in order to continue your journey to Djogjakarta.

Djogjakarta.

After a lovely drive of three hours along the broad main road, through villages and markets teeming with natives, we enter the seat of the Sultan, where in the Hotel Toegoe, just opposite the station, an amply provided table awaits the traveller.

The extremely healthy place, with its temperate climate, clean



RESIDENT'S HOUSE AT DJOGJAKARTA.

broad roads, and beautiful club, makes an agreeable impression.

The fort "Vredenburg", the great Kraton, encircled by walls (the palace of the Sultan), and the splendid Resident's house with its many Hindoo images, standing in the lovely garden, vie with one another in attracting our attention.

If we wish to visit His Highness, the Sultan, we must present

ourselves in the morning at the office of the Resident, who has to accord his permission for such a visit, and inform the Sultan of our request.

At an appointed hour, we are introduced by the European Captain, commander of the body-guard dragoons, to the Prince, who has to be addressed as "Toewan Soeltan".

The *Kraton* is situated within a wall four metres high, five metres wide, and more than four miles in circumference, enclosing a large square filled with numerous buildings, streets, roads, ponds, canals, campongs and gardens. It is peopled by 15,000 inhabitants, who all belong to the retinue of the Court.

Entering by a broad opening in the north wall, we find ourselves on the great Aloon-Aloon, and have on our left, the tiger-cages, and on our right, the mosque, the courts of justice, and the stables, whilst the Sihi inggil—a hill with twelve steps, covered by a roof—cuts off the square on the south side.

In order to get to that part where the Sultan resides, we have to go through two gates, and want a special permission.

The entirely gilt pendoppo, the spacious dining-hall, which has accommodation for 600 guests, the yellow house, the residence of the Prince, opposite which stands the house of his first lawful wife, the house of the Resident, when he stays in the Kraton, the dwellings of the concubines, and of the native soldiers, the stables of the elephants, all these completely fill this part.

More picturesque points than are to be found in the Kraton, are afforded by a visit to the *Water Castle*, to be reached per carriage in less than half an hour (f 3.—).

For half a florin, a native boy shows the way through these ruins, full of beautiful spots, quant gates, ponds half full of vegetation, halls partly fallen in, small subterranean passages and canals, and a ruinous tower seventeen metres high—called the labyrinth.

If this visit be undertaken in de early evening, you can leave Djogjakarta the following morning. A ticket may be taken for Prambanan, where we have at least two hours for viewing the highly interesting relics and temples, situated about fifteen minutes from the station.

The Temples at Prambanan.

Already from afar we discern, on the other side of the river Opak, the majestic ruins of the Prambanan, a temple group which was formerly surrounded by three walls, the innermost of which protrudes still above the ground.

Between the second and third circular wall are three rows of



TJANDI PRAMBANAN. — WESTERN SIDE OF THE CIVA-TEMPLE.

small temples (in all 157), that formerly contained images of gods.

Inside the innermost wall, rise the ruins of eight temples placed opposite each other in rows of three, with two between.

The innermost of the three western temples, is the chief temple, and contains an appartement with four rooms, so that the ground plot forms twenty angles.

Behind, in the vestibule, stand two Dwarapala figures, and in the inner appartement is a broken image of Ciwa (Mahadèwa). In the west room we find the image of Ganeça; in the northern one the celebrated image of Lora Djonggrang (Doerga), which is six feet high, and has eight arms; after which the whole ruin is named. In the southern compartment stands another Ciwa image, representing the royal penitent. The outside decorations of the walls have been destroyed. In the south temple of this group lies a four-armed Brahma broken in pieces, whilst three smaller Brahma stand loose upon the floor.

In the north temple, resembling the south one in all respects, stood a Vishnu image, between three other images, the man-lion, the Wishnu, with his Çakti Lakshmi, and the Wamana-atavara.

Of the three opposite temples, the middle one is the greatest. In the inner compartment, we see on the left, Sacrya upon a car, and on the right, Tjandra with ten horses.

Next to the destroyed north small inner temple, sits the Doerga image, two feet high, and several hewn-out stones show the former decoration of the outer walls. From here, having followed the border road between Soerakarta and Djogjakarta, and passed through the dèsa Kloerak, we turn to the right, and have before us the *Tjandi Loembong*. The chief temple, in a square, surrounded by sixteen smaller buildings, contains bas-reliefs representing life-sized men and women.

Continuing our walk in a northern direction, we pass the collapsed front temple, Tjandi Boebrag, and reach the famous „Thousands-temples,” *Tjandi Sewoe*. These ruins consist of a large inner temple, surrounded by four rows of 240 smaller ones.

The earthquake of 1867 caused the roof of the principal temple to fall in, but the rich decorations of the outer walls were not entirely destroyed, and contain, among other things, a representation of the goddess Cri, and above the chief entrance, a Kala-head. Above all, do not forget to look at the beautiful figures of women in the stair walls on the west side, representing the visions of Buddha.

The splendidly executed series of bas-reliefs in the corridors, gives a successive representation of the Hindoo Mythology, particulars of which have been described for the Tjandi-Prambanan,

by Dr. GRONEMAN, which work, together with the description of the antiquities near the border of Soerakarta and Djogjakarta, by Mr. J. W. IJZERMAN, greatly assisted as in the short review we have given above.

Four roads, guarded by gigantic kneeling guards, lead to the four entrances. In the row of side temples there are still 25 Buddha images to be seen upon or near their original places.

What was expressed in the Boro-Boedoer by galleries, is here represented by the fourfold temple rows. In this respect the two principal monuments of Java have also much in common.

Four temples, placed at some distance, from the guards, are entirely destroyed. On the north side of Tjandi Sèwoe, striking into the east road and at the end towards the north, we have on our right the ruins of *Tjandi Plaosam*. The temple group is divided into three parts, separated by an open ground.

On the outer circular wall of the north temple, we see two kneeling stone guards. Every temple has three compartments with soms images and bas-reliefs.

The buildings inside the second circular wall, which formerly served as cloister, church, and burial-place, form three rows of temples—in all 50—each one of which formerly contained an image of Buddha.

Upon an elevated terrace near the north outer temple, we find 22 more images, and on that in the south of the principal temple 3.

Between the smaller temples many images are also to be found.

Crossing the railway, we reach, by turning to the right, on a sidepath, *Tjandi Kalongan*, surrounded by a circular wall, which has for the greatest part been destroyed. From here a small path leads southwards, right up the steep and bare mountain slope past two grottoes, to the ruins of an ancient Mataram royal palace.

If we get out at the stopping-place Kalasen, and follow the road to Soerakarta, we shall get to the *Tjandi Kali Bening*, a beautiful building, at present empty, surrounded by a corridor, partly destroyed.

Above the opening of the door sits the goddess Cri, upon a lotus-shaped cushion, and a gigantic idol's head constitutes the principal feature of the centrepiece of the south gable. Four rooms inclose the central apartment, just as is the case at the *Tjandi Loro-Djonggrang*.

Returning to the main road and following it for a short distance, we observe on the left, the ruins of *Tjandi Sari*, with its two richly decorated storeys.

Soerakarta.

Having resumed our places in the train, we go through the extensive rice-fields, covered with large campongs, which are at the foot of the gently sloping Merapi. On our right, we have a view of the sharp ridges and terrace-shaped accumulated fragments of rocks of the bare southern mountains.

Arriving at Soerakarta, we must hire a carriage to take us to the Hôtel Slier — the best in the place — as the distance from the station to the centre of the residence of the Soesoehoenan is rather great. The residence of that prince, inhabited by 10,000 people, and surrounded by high white walls, the "dalem" (palace) of the Prince MANGKOE NEGORO, the dwellings of the Solo Court dignitaries, the extensive avenues of tamarind-trees, the little fortress "Vastenburg", and the European and Chinese quarters, give unto this place a very picturesque appearance, which is not to be met with anywhere else in the Dutch Indies.

In order to obtain a peep of the inside of the Kraton, still more interesting than the one at Djogjakarta, it is also necessary here to call in the assistance of the Resident.

If we chance to be on the spot during the great Court festivities, 31st August, birthday of the Queen of the Netherlands, on New Year's Day, or during the Poeasa (April-May, fasting-time of the Mohammedans), we might witness these very peculiar ceremonies, unique in their way, see the "bedaja's", the corps de ballet of the Soesoehoenan, dance, and observe all the bustle and stateliness that are peculiar to the centuries-old court-étiquette.

At the courts of Djogja and Solo, we find a special kind of dancer called *serimpi*, whilst the distinguished courtiers and relatives of the Sultan also maintain a corps de ballet, called *bedaja*. Here, moreover, is the best opportunity for seeing the representations of the *wajang wong* (*wajang*-representation by living persons) and the *topèng*.

The latter can also be seen performed in the streets by strolling-actors. All the actors have masks on, which to the European eye is the most remarkable thing in the performance. The colours of the masks vary according to the nature of the persons represented: for gods they are gold; for distinguished men, white; for giants or evil spirits, black or red; you seldom see brown, the natural skin colour of the Javanese. The form also of the profiles which show the Greek or the hawk nose, but very seldom the Indian flat nose, is striking. That the actors, who represent important personages, wear stockings, may certainly be attributed to the contact with Western civilization.



THE GAMELAN.

We are here in the heart of the ancient kingdom of Mataram, where it swarms with the thousands of people that are connected with the Court, where the high, the middle, and the lower aristocracy of Java feel at home, and drive round in their equipages, where we can form the best idea of the life and occupation of the Javanese, before the influence and the supremacy of the Indian Government put a stop to the despotic reign of the Sultans.

History of Mid-Java.

In 1628—9 the prince of the mighty Javanese kingdom of Mataram, tried in vain to drive the Dutch merchants out of Batavia, which they had founded in 1618. Nor did he meet with greater success in 1660, in conjunction with the Prince of Makassar. Fifteen years later, his successor called in the assistance of the Dutch Indian Company against the same Makassarese, and gave them liberty to build factories (trading-houses). When he died, fleeing from his persecutors, it was the Dutch Governor-General who appointed a new Sultan.

After his death in 1703, the Dutch-Indian Company placed a prince upon the throne, for whom it had to fight a bloody battle against his enemies, who contested his right to it.

After renewed wars, the ruler of Mataram and the founder of Soerakarta, was compelled in 1743 to swear the oath of allegiance to the Dutch Company. He resigned to it the whole of the North Coast, and on his deathbed bequeathed to the Dutch Company his entire realm, which was then rent by the rebellion of his brother. His blind son, nine years old, was then placed upon the throne, and, after a long war, the rebellious brother was appointed fealty Sultan of West Mataram, *i.e.* Djogjakarta.

A few years later the Company was called upon to settle a quarrel between these two parts of the divided kingdom, and in 1810 the Governor-General, DAENDELS, marched against Djogjakarta, that would not submit to his demands. The Sultan was then deposed and succeeded by his son, and had to pay a fine of 400.000 florins, whilst the ruler of Soerakarta had to resign the shore duties.

It is, therefore, easily to be understood that their assistance against the invasion of the English in 1811 was of no great significance. Yet they soon rebelled against these new rulers, who advanced against the prince's territories, bridled the power of the princes still more, and appointing PAKOE-ALAM at Djogjakarta, made him a prince independent of the Court. Therefore, they saw with pleasure the return to Java, in 1816, of their former masters

hoping thus to increase their lost power again. The rebellion of DIEPO NEGORO (an illegitimate son of the Sultan of Djogjakarta, who died in 1814), that broke out in 1825, caused, however, a war in Mid-Java, that taxed for five years all the strength of the Dutch Government, which war ended with the fall of that prince, and again diminished the territory of the two Sultans. Bearing all this in mind, we are better enabled to form an idea of the pride of these princes, whose ancestors reigned over the whole of Java, of the decline that everywhere shines through the splendour which they still try to exhibit, and of the tenacity wherewith they maintain old habits, and the paying of homage, although their territory was reduced to so small a compass, and they have lost their independence. In what has been said above, we also find the cause of the pride of the impoverished aristocracy, who lived on the favours and gifts of their princes; of the aristocratic type, that these centuries-old races still exhibit, and of the poverty and timidity of the lower classes, who for hundreds of years willingly submitted to the petty tyrannies of their lords and masters, and, purely from old traditions, still worship their princes and obey their satellites.

FROM SAMARANG TO SOURABAYA.

As a rule, the steamer leaves Samarang towards evening. The small harbour steamer does not run in the afternoon, therefore we are obliged to return to the vessel in a tambangan (a sailing-boat), which costs f 1.50.

The rays of the setting sun are then gilding the summits of the Moeriah mountains.

Next morning on going on deck, we discern the beautiful chain of the *Goenoeng Lasem*.

After that, the coast-line diminishes in height, and the single mountain-tops, change into table-shaped plateaux with steep, fantastic borders, "as mesas de Tuban", as the portuguese sailors christened them. The Dutch sailors called them "*the coffins of Toebar*". which, though more lugubrious, is, however, more to the point.

Soon afterwards, the coast-line of Madoera becomes visible to the native eye. This is also a range of low mountain plateaux, that are separated by steep stair-like crevices. The coffins of Toebar belong

to the chalk mountains of Rembang, whilst the island of Madoera appears to the eye as a continuation of this plateau-shaped highland.

Right between the two, the coast-line visibly turns inland; the highland retreats far south, where rises, on the horizon, the chain of peaks of the Ardjoeno, with its forelying mountain, the Penanggoengen.

This seeming gulf, is in reality the low-lying level of the Solo river, whose slimy waters form a dirty yellow, sharply-defined spot, stretching far out into the blue sea. At the outlet of this discolouration, we see a light-ship at anchor, which signals with balls and cones the depth of the gully in the "*Westgat*." Soon afterwards, the high white lighthouse of Sourabaya becomes visible in the south-east. In charge of a pilot, we get into the very shallow strait of Madoera.

At first, the two shores are far apart, but farther on, we get close under the island of Madoera, beautifully covered with vegetation, and numerous fishermen's campongs, built right out into the water, in front of which the small sailing prows are floating on



THE ROADS OF SOURABAYA.

the smooth water like so many flocks of sea gulls, glistening in the rays of the sun.

In front of us, where the strait turns eastward, on the shore of Java, the little coasting-place *Grissee* (*Gresik*) appears to the eye, like a small batch of red-painted roofs, behind which rises a chain of picturesque hills.

Coming nearer, we observe the ships of the dockyard. During the West Monsoon season, numbers of coasters congregate here, because they find it a well-protected harbour.

Now the steamers and sailing-vessels in the roads of Sourabaya become visible; masts and the uniform tops of a high tjemara-avenue, indicate the place of the docks and marine wharf. Otherwise we see nothing of the town but the roofs of stores. Nevertheless, the view of the harbour in clear weather, is beautiful and animated.

The broad sheet of water of the strait, covered with the high hulls of the vessels, between which numerous tambangans and fishing-smacks appear to be scattered, is bordered by the green and brown terraces of Madoera, the swamps between Grissee and Sourabaya, which are scarcely visible above the water, and the blue chain of mountains rising in the background.

Anchoring in close proximity to the white guard ship, we have before us the *Oedjong* (the pier), bordered on the west by the mouth of the harbour, and on the east by the entrance to the marine docks, protected by a coast battery.

Between the two, a swampy headland stretches into the sea, on which, in the midst of some plantation, the Marine Club is situated, quaintly christened "Modderlust" (mud delight).

Disembarkation takes place by means of tambangans, for which $f\ 1.-$ is charged. These prows meet the steamer far from shore, and board her with hooks while she is going at full speed.

SOURABAYA.

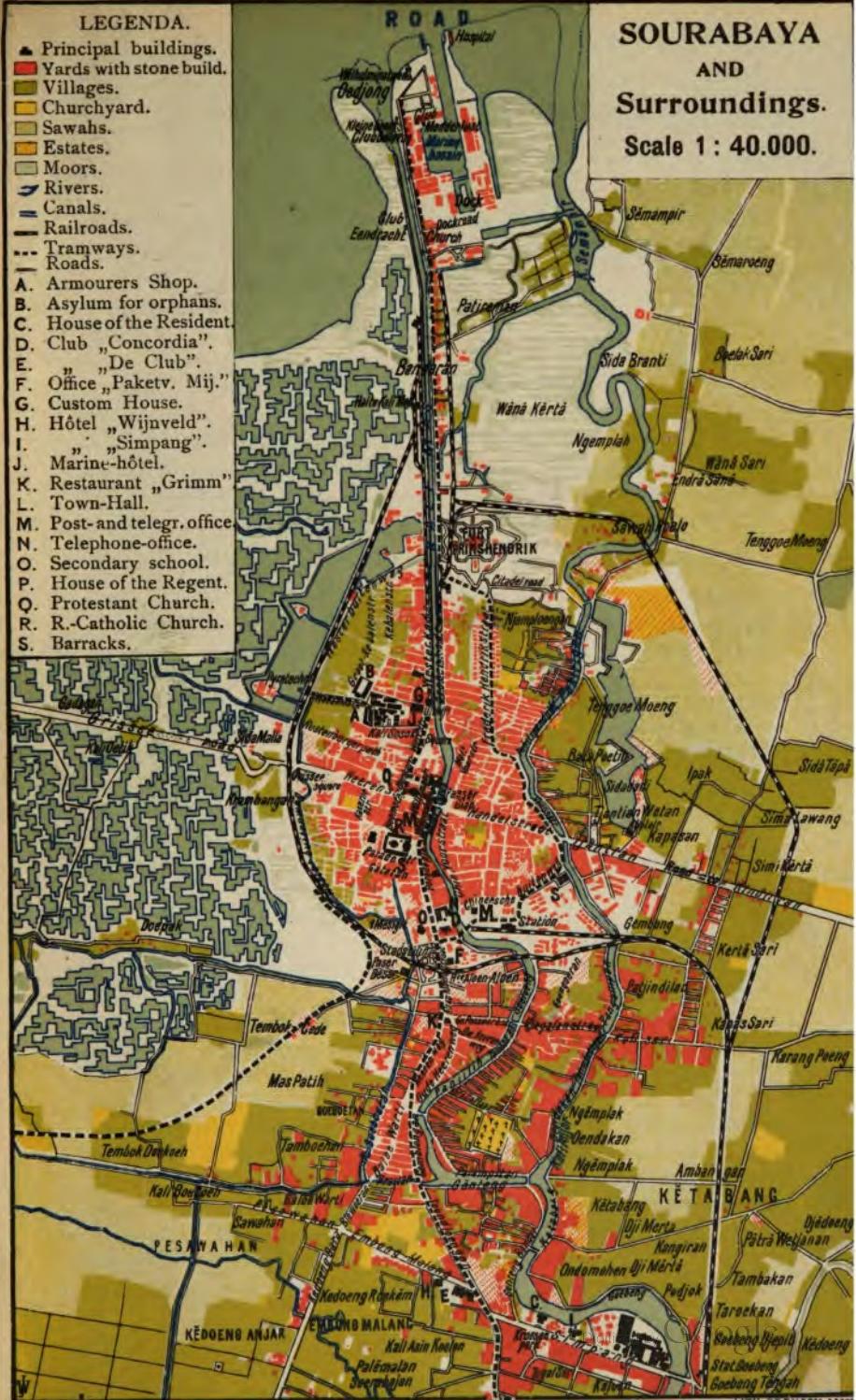
Sourabaya is the second town of Java, though the principal mercantile town, and is the capital of the Residency of that name, and the headquarters of the Military Authorities of East Java; there, too, are the dockyards and artillery workshops.

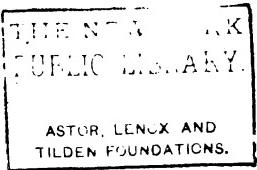
LEGENDA.

- ▲ Principal buildings.
- Yards with stone build.
- Villages.
- Churchyard.
- Sawahs.
- Estates.
- Moors.
- Rivers.
- Canals.
- Railroads.
- ... Tramways.
- Roads.
- A. Armourers Shop.
- B. Asylum for orphans.
- C. House of the Resident.
- D. Club „Concordia“.
- E. " " "De Club".
- F. Office „Paketv. Mij.“
- G. Custom House.
- H. Hôtel „Wijnveld“.
- I. " " "Simpang".
- J. Marine-hôtel.
- K. Restaurant „Grimm“
- L. Town-Hall.
- M. Post-and telegr. office
- N. Telephone-office.
- O. Secondary school.
- P. House of the Regent.
- Q. Protestant Church.
- R. R.-Catholic Church.
- S. Barracks.

**SOURABAYA
AND
Surroundings.**

Scale 1 : 40.000.





Hotels.

Hôtel Wijnveld, on the Djalan Embong-Malang.

- „ Simpang, on the Simpang-road; family hotel, generally full.
- „ des Indes, in the lower town.
- „ Van Vloten, Simpang.

Railway Communications.

- (1) To Sidoardjo, Bangil, Lawang, Malang.
- (2) To Sidoardjo, Bangil, Pasoeroean, Probolinggo, Djember, Bondowoso, Panaroekan, Sitoebondo and Pasirian.
- (3) To Sidoardjo, Modjokerto, Solo, Samarang.
- (4) To Sidoardjo, Modjokerto, Solo, Djogjakarta, Poerworedjo, Maos, Tjilatjap, Batavia.

On arriving at the *Custom House*, we can go by carriage, steam-tram, or tambangan to the town. The importation of fire-arms is strictly prohibited.

For anyone who has much luggage, the tambangan is the most preferable means of conveyance. The steam-tram goes only once every three-quarters of an hour. Four-wheeled conveyances, with two horses, are called "Kosongs". They are almost as cheap as two-wheeled with one horse, and certainly quite as dirty and delapidated. The road leads along the perfectly straight harbour canal, which forms the mouth of the *Kali Mas*. On the left side, the road is first lined with the beautiful houses and buildings, belonging to the dockyards, and further on with closely united row of low, ugly, and irregular houses, many of which are used as lodging-houses for sailors, and small ship-chandlers' shops, which, combined, remind us very much of some European seaport place. A little farther on, we meet with several warehouses, whilst in the canal, many Madoera prows attract our attention through their peculiar rudders and the gorgeously painted and decorated prows and sterns.

Turning round the corner, we behold a large, old-fashioned, beautifully-shaded fort, cald "*Prins Hendrik*", which, however, is no more in use. After this, there are again long rows of warehouses on both banks, united by a typical Dutch drawbridge. This number of boats of different sizes and shapes on the river, and the bustle on the quay, keep increasing.

Here the road leaves the river, makes two sharp turns, and brings

us suddenly into a narrow street, full of Chinese shops and bazars, where the traffic becomes oppressive.

At the top of this street is a small square, on the right side of which is the well-known "Pasar gelap", a busy covered-marketplace.

The square leads into a broad street with Chinese and European shops and offices. Going to the right, we get to a wide bridge called the red bridge or "Djambatan mèrah", from whence we again observe the river, but this time wider and almost entirely blocked up by freight barges. On the water and along the quays great bustle



THE KALI MAS AT SOURABAYA.

prevails. Rowing-boats and canoes may be seen shooting through clumsy, highly-laden freight barges. Sapis (bullocks) and ponies are pulling loaded carts and waggons along, numerous coolies are carrying heavy loads on "pikolan", a sloping carrying pole, made of tough wood or bamboo. Chinese and Javanese, Europeans and Arabs, citizens and soldiers, mingle here together.

The broad quay on the left bank, is called the "Willem's" quay; the high, but ugly buildings you see there, serve as Government offices, merchants' offices, etc. Opposite the bridge we notice another

square, where the Government-Entrepôt, called the "*Groote Boom*" has its main entrance.

Piles of merchandise give an idea of the enormous trade that is done here. At the end of the quay, in a solitary building two storeys high, right on the river, are the *offices* of the *Royal Packet Company*. Here the road leaves the river again, and leads through a somewhat narrow and irregularly-built street, with a few shops and dwelling-houses, with which it runs parallel.

As a centrum of industry Soerabaja is very important; besides the Government-establishments (factories of marine- and steamwork, artillery-workshops, pyrotechnic workshops), there are half a score of private factories with extended workshops, where more than eight thousand men get their livelihood.

Soerabaja compares unfavourably with other Dutch East Indian towns, on account of the greater part of the dwelling-houses not being detached, in the midst of beautifully shaded grounds, but built close

and border-streets. Between the offices, stores, dwelling-European, and native, deal too gled together separation the lower tile part or Euro-of the more diffi-fine than or Sama-



KALI ANJAR AT SOERABAJA.

Now this Soerabaja more Euro-racter, but it makes it at the same time dirtier, more oppressive, and less desirable to live in. Next to the finest private houses, we find little native tumble-down shops, or Chinese hovels, that are called "*Warongs*". As there was no room for shady trees in many of the streets, the hot midday sun is left to have full play over the dusty roads and dirty white houses. Once past the Concordia

together, ing on the sides this, warehous-es, Arabian, are a great much min-ther; and a between or mercan-and upper pean part town, is cult to de-in Batavia rang. may give to livelier and pean cha-

Club, the outward appearance of the town gets a little better. Here we come upon a cross-way, that to the left leads to the station, and to the right past the "Hoogere Burgerschool" (the Secondary school) to the Aloen-Aloen, on which there is a beautiful mosque. Before us, the road has the appearance of an avenue of tjemara-trees, on the right side of which there is a small park called the *Stadstuin* (City Garden), where military concerts are given twice a week, and at the end, a small square, where a beautiful building is situated. This is the *Grimm Restaurant*, the finest café in the whole of the Dutch-Indies. At this point the road divides itself into two streets, the right one of which leads to another small square, where a needle is placed in honour of the Volunteer Hospital soldier of the Red Cross Society, VON BÜLTZINGS-LÖWEN, who in Atjeh obtained the honorary title of „first flanker of the Dutch-Indian army“. Keeping to the left, we get close along the river, that looks very picturesque from this point, into the better shaded and more spaciously-built quarters, called Toentoengan and Simpang, on the left of which lies the Simpang road, with the well-built Government House, the Hospital, and Simpang-Hôtel. In the Embong-Malang road to the right, is the Wijnveld-Hôtel, and upon the spot where the three roads meet, a beautiful club is built.

Soerabaja cannot boast of many places worth visiting. The climate is not exactly unhealthly, though very hot. As they have not succeeded in digging artesian wells and the surface-water is bad, drinkable water has to be obtained through continual filtration from the river Kali Mas; but after Oct. 1st of this year (1908) this want will be remedied: from the wells Plintahan and Tojo Aroene, situated at the foot of the Ardjoeno, plenty of water will be procured. The Wijnveld and Simpang hotels are both good, but the latter is nearly always full; the former also often, but in this hotel, the numerous rooms are built in too small a compass to make it quite comfortable. Therefore we would advise travellers to stay no longer at Soerabaja than is necessary, the more so, as one single day is amply sufficient to reach several attractive spots in the highlands.

EXCURSIONS FROM SOERABAJA.

To the Sanatorium Tosari and the Tengger Mountains.

By train to Pasoeroean, where we had better spend the night, to enable us to ascend Tosari early in the morning. The wisest

plan is to give notice a few days beforehand to the manager of the Hôtel Tosari (DE LA RIVE Box), of your intended visit, als the establishment is often crowded. And, besides, care can then be taken, that palanquins or horses be ready for you at Poespo, which is as high as vehicles can go.

There is also, near Tosari, a sanatorium, named "Sanatorium Tosari", of which the Indian Government has the superintendence and the physician Dr. J. T. H. VAN BARMEN 'T Loo is director.

The railway journey leads through the province of Sidoardjo, the delta of the Kali Brantas, situated between its two mouths: the Kali Mas or Soerabaja-river, and the Kali Porong.

Although the country lies very low, yet it affords a pleasant relief to the eye, with its fields of sugar-cane, sawahs, and dèsa's. It is evidently well populated; we drive occasionally close to the main road, along which extend thickly-shaded campongs, and where there is a great bustle of pedestrians and carts. A stranger is particularly struck by the peculiar shape of the East-Java "tjikar peer", that is, a long cart on springs without seats, and a little door behind.

Near the second halting-place, *Wonokromo*, we pass a large outlet (bandjir) canal of the Kali Mas, and see that the main road crosses the river, by means of a wooden bridge. Close by are Messrs. Stoop's petroleum wells. In many places of the Brantas-delta, mineral oils well to the surface. Many mineral water and mud wells, e.g. the Kalanganjar and Poeloengan, are to be found in this neighbourhood.

At *Sidoardjo*-Station, the railroad divides into two branches, the right one of which leads to Modjokerto, and the left to Bangil.

Porong-Station, just before the bridge over the Kali Porong, the most southern branch of the delta of the Brantas. Here the land gets more hilly, and the road leads eastward.

At *Bangil*-Station, the road divides into three branches that lead to Pasoeroean, Probolinggo (Besoeki), and to Malang. Here we have to change trains and wait half an hour.

We next pass the River Bangil and, to the left, obtain a view of the sea (Gulf of Madoera).

Pasoeroean is the capital of the residency of that name, and is a seaport town. Formerly it was the principal mercantile place of the whole of East-Java, but lately it has gone down a good deal in consequence of the railway communication with Soerabaja. Splendid private houses and large merchant-offices along the quays, which are almost deserted now, still bear witness of former prosperity.

The very large and stately club, that is built in a kind of Greek renaissance style, is well worth seeing.

The Marine-Hôtel and the Hôtel Boudriot are both large and fairly good.

Carts for the ascent to Tosari on the following morning, have to be ordered the evening before. With these carts, the price of which is $f\ 6$, we go to Pasrepan where others are always to be found, to take us to Poespo, for the same price.

A walk along the quay to the Boom is highly to be recommended; here a nice view is to be obtained across the river and along the coastland: fishermen's campongs, standing midway in water, the swampy sea-coast with many "tambak's (fish-ponds), and the roadstead in the distance.

A curiosity in the neighbourhood of Pasoeroean, is *Banjoe Biroe*, or the blue water, a natural bathing-place, with a bathing establishment. It is to be reached by cart, along the high road for $f\ 2.50$, in about an hour. A so-called holy stone attracts many pilgrims to this spot, where they offer their flowers and little "pajong's" amidst the burning of incense. A few Hindoo remains ornament the deep-blue lake, which is surrounded by a grove of gigantic trees that are swarming with half-tame monkeys. In the water, many large fish are disporting themselves.



ROAD OF TOSARI NEAR THE SANATORIUM.

The drive from Pasoeroean to Pasrepan carries us at first through a plain along beautiful broad roads that are shaded by tamarind, djati, and other trees. The district is well cultivated and evidently also well populated.

Pasrepan is reached viâ Gondang-wétan, where there is a busy market-place. Here we have to change carts, after which we ascend the mountain, step by step, as far as Poespo. Soon afterwards, we observe the change of vegetation in wild as well as in cultivated plants. Among the first, we begin to notice flowering herbs, with something of a decided European character about them, and by their side, tropical tree-ferns.

Poespo (630 metres) possesses a small hotel, where visitors, who find Tosari too cold and too high, or are unable to obtain accommodation there, can stay for a few days. Further there is a branch of the Sanatorium at Tosari. From here to Tosari leads a new, broad road, which is practicable alike for horses and palanquins, and, if need be, also for carts. That road, rich in scenery, can very well be traversed by good walkers, who could climb them in four hours, more or less (horse to Tosari, f 2.—, sedan-chair f 3.60). The nearer we get to Tosari, the scarcer the high wood trees become; the forest changes gradually into fields, where only a few tjemara-trees (*casuarineae*) are scattered.

In these fields European vegetables are cultivated, especially potatoes, cabbages, maize, and onions. These and the tjemara-trees together, give to the Tengger-landscape a peculiar bare European character, quite unlike that of the Preanger volcanoes. Here we can let our eyes range undisturbed, left and right, over the numerous sharp-edged ridges, and deeply cleft ravines, that, descending from the long, straight, uppermost border of the Tengger-massive, radiate in all directions, and the steep flanks of which are clothed, as it were, in a kind of patchwork counterpane, with tints of green, yellow, and brown, so that one may fancy one sees a relief map executed in various colours.

If you are fortunate enough to get there when the Bromo-crater is active, then you will see suddenly, and every now and then, fantastic, dense, dark-grey clouds rise above the summit of the mountains, moving slowly like an apparition, and then steadily spreading into many curling peaks, which resemble huge mounds of dirty wadding. When at last they manage to get free from the mountain edge, they assume the most peculiar deceptive appearances, and float slowly away toward the west, whilst some fine oblique streaks at the bottom indicate the volcanic ash, of which the cloud of smoke disburdens itself. The dull roaring, which accompanies these periodical eruptions, may often be heard.

Tosari

(1777 m.) is the highest health resort of Java, and famous for its cool, and at the same time dry, mountain-climate, which makes it especially suitable for the cure of malaria and nervous complaints. It lies on a small promontory of the Tengger-ridges. It has been greatly extended of late, and can accommodate, at present, sixty patients. Attached to it is a dining- and a conversation-room. There is a telephonic connection now with the Hôtel Poespo, with Pasrepan and Pasoeroean. As a medical man resides on the premises, even



HINDOO VILLAGE NEAR TOSABI.

those who are very ill, may safely go there. The garden is always full of splendid roses, heliotrope, mignonette, and other European flowers.

From the balcony outside the conversation-room, one of the most magnificent views of East-Java may be obtained. Right before us lies the Strait of Madoera, bordered on the south and west by the continent of Java. The lowland, with its numerous fishing ponds and rice-fields, covered with water, shines and sparkles just like the smooth surface of the sea itself, which gives one the impression of the latter everywhere penetrating into the very heart of the land.

The island of Madoera is only distinctly visible in clear west monsoon weather. To the left, from the north to the south, we observe three mountains, viz. the sugar-loaf shaped Penanggoengan, the Ardjoeno with its five summits, and the Kawi with its three summits. Between the two last in clear weather the Lawoe (the most distant), the Wilis and the Kloet may be seen. Just behind the Ardjoeno, one sees the ridges of the Andjosmoro.

All round Tosari are seen campongs on the projecting edges of the mountain ridges with peculiarly-shaped houses. These are the dwelling-places of the Tenggerese, a race of Javanese that remained true to their old, half Brahma, half Heathen religion. It was on the spreading of Islam, and the downfall of the realm of Madjapahit, that they retreated to these mountain ridges, which at those times were hardly accessible, and where they managed to hold their ground in spite of all difficulties. The Tenggerese, though kind and honest, are a rather ignorant and uncultivated race. The stiff etiquette of the Javanese is unknown to them, and they are free and familiar in their manners towards strangers. In the surrounding districts of Tosari, this familiarity has, through the conduct of visitors themselves, changed into downright impudence and covetousness.

They dwell *en famille*, in large square houses without windows and with only one door. The long side of these houses faces the Crater Bromo, which they worship. The passages between the houses are very clean, though the interior is anything but so, nor are the inhabitants themselves, who, in consequence of the cool climate and the scarcity of water, seldom or ever bathe. They occupy themselves in cultivating vegetables, and till their fields with great care and industry, even along the slopes of the steep mountains. Consequently, they have almost entirely stripped the Tengger of its original forest, leaving only here and there a single tjemara-tree for the necessary fuel.

A natural consequence of this is, that the rainfall upon the Tengger has decreased, and the water runs away too quickly, which, through the existing dryness of the climate of East-Java, causes lack of water. Whilst formerly the houses were compactly built of various and beautiful kinds of wood, we now see them built of nothing but bamboo, and even this material the Tenggerese have to drag with the greatest difficulty from the ravines, along steep and hewn-out mountain paths. The Tenggerese do not cultivate rice, because during their retreat before the Mahometans, they were forbidden to do so. They bring their vegetables down on strong little mountain ponies. The whole of East-Java is provided with vegetables from the Tengger.

Visitors, more particularly those who have already passed some time in the tropical climate, should know, that they must be very careful in bathing for the first time in the cold mountain water, as it is apt to cause dangerous catarrhs. They should also see that they are warmly clad, and have warm coverings at night.

The Hôtel Tosari, entirely restored since 1900, is in many respects highly to be recommended. Mr. DE LA RIVE Box is manager. The table is excellent, and provided with various European dishes, vegetables, and fruits, whilst care is taken that there are always good guides and horses at hand to accompany visitors on their excursions in the neighbourhood. The rooms are good and clean. Whereas formerly space was very limited, they have managed, in the last years, by digging off, to lay out a promenade with five pavilions.

A little higher than the Hôtel Tosari is the health-resort Hôtel Tengger (1840 m.). This hotel, of which Mr. J. ELFFERICH is proprietor, lies on a plateau and is surrounded from three sides by high mountains, so that one is protected from gusts of wind. It is nearest to the Bromo.

EXCURSIONS FROM TOSARI.

To the Bromo over the Moenggal-Pass.

The best thing to do is to start early in the morning, if possible, before sunrise. You can go on horseback or per sedan-chair: the first is preferable. It is possible to walk there and back, but that would be very fatiguing. It is in any case very advisable to take a horse along with you, to put on a large hat and gloves, and to tie a gauze veil over your face, in order to prevent your skin from being scorched.

The road gradually ascends, bordered by cabbage, potato, onion, and Indian cornfields here and there intersected by young tjemara-trees, that are planted by order of the Government, to make up for the lack of wood.

The monotony of these fields of vegetables, is somewhat relieved by the numbers of blooming herbs and wild plants that fringe the road, and show everywhere colours of every hue between the fields.

If it be remarkable in itself to see in the Dutch East Indies so many different blooming shrubs together, still more surprising is it to observe the similarity with European mountain plants — the so-called Alpine character of this flora, such as wolf's milk, mint, black-

berries, rhododendrons, camomile, dandelion, wood violets, valerian, edelweiss, wild mignonette, strawberries, brambles, stinging-nettles, forget-me-nots, sorrel, etc. All these remind us strongly of the European mountain plants. Likewise rape-seed, wild buckwheat, fennel, and carrots, peaches and grapes, which may be seen here also in a wild state, but have been, no doubt, imported by the colonists, make us think of our gardens. Especially when a sudden mist hides the prospect, and the solitary pedestrian, only just before suffering from the intense heat of the sun, but now shivering from cold, observes nothing around him but sombre greyish-green pines, from which grey mosses hang down like so many beards thickly covered with hoar-frost, then, indeed, he may fancy himself transported to the European mountains.

Half-way *en route* to the Moenggal-Pass a magnificent perspective is opened out to us in the south. There we see a volcanic peak, the *Seméroe*, standing in all its nakedness, and basking in the yellow glowing rays of the morning sun.

It appears as if painted in vivid colours against the beautiful blue expanse, rising from an irregularly planted girdle of olive-green tjemara-woods. From time to time a white cloud of smoke ascends from the west corner, similar in shape and movement to the above-mentioned one of the Bromo.

The Seméroe is the highest volcano of Java (3671 m.). To ascend it, see below.

After a journey of about two hours we reach the Moenggal-Pass. Here the road divides into two branches, the left one of which leads for a short time up a steep path, to a small plateau, on which stands a little hut. On the top, suddenly, and quite unexpectedly, an overwhelmingly beautiful spectacle is revealed to the astonished eye of the traveller. This is the prospect over the *Zandzee* (sea of sand), with its volcanoes, Batok, Bromo, and Widodarèn. Standing on the edge of a steep precipice, we see below us in the valley an extensive lake, almost as smooth as a mirror, which, however, is not filled with water, but with a yellowish-grey desert sand. From out of this sandy plain rise three different mountains; first the *Batok*, with radiating ribs and curves, scalloped bases, and a softly indented, flat top, so regularly shaped that we might fancy we saw before us a gigantic pudding mould.

From behind the Batok, partly obscured by it, a murky, fantastically-carved ridge is still to be seen, which evidently encloses a deep cave, as a portion of the steep, precipitous, and pitch-dark inside can yet be observed, set off against the green declivity of

the Batok. This is the furnace of the crater *Bromo*, from which emerge small vaporish light-blue clouds of smoke, or else enormous black ones, varying in hue according to the activity of the volcano.

These ashy, grey, bare, mountain ridges border on similarly-shaped verdant ribs pending downwards from a gradually rising brink, to the west, which is the north crater-wall of the *Widodarèn*.

Behind and almost entirely hidden by this triple mountain complex standing in the sandy plain, we observe a high steep wall rising with an irregular border. This is the *Idèr-Idèr*. To the left (east) this border wall of the sand sea suddenly slopes down into a much lower and perfectly straight bulwark, which reminds one of a dyke wrought by human hands, running perpendicularly with the *Idèr-Idèr*, and with the *Moengal* (the north mountain ridge upon which the traveller is standing). The latter wall we see extends in a fantastic and declivitous manner right and left. To the right it becomes, by means of hill ranges, connected with the *Idèr-Idèr*, and the south-west border of the *Widodarèn*. To the left, it rises with a row of continually graduating tops, to the *Penandjaän* (2770 m.) and the *Argawoelan*, which obstruct the prospect on that side. The *Idèr-Idèr* also reaches its highest point close above the connecting dyke towards the east, called *Goenoeng Poendaq Lemboe* (= shoulder of the ox, 2628 m.). The dyke itself is called the *Tjemara-Lawang*, or the Gate of the Spirits.

Right across it, an extensive view is obtained. In bright weather we can see the notched edge of the *Ijang*-mountain and the clean cone of the *Lamongan*, which is always smoking. To the south, of course, is the majestic cone of the *Seméroë*; thus there are three working volcanoes close to each other. The explanation of this landscape is given as follows: —

The *Dasar*, or Sand-sea, is the bottom of the gigantic crater of a no less gigantic volcano, the *Tengger*. This crater is surrounded by a circular wall, of which, in the north-east a small part has been cut away. The rounded sides form, on the north the *Moenggal*, and on the south the *Idèr-Idèr*. The interruption of the circuitous crater-wall by the linear dyke *Tjemara-Lawang* is evidently the result of an eruption which caused the mountain to split to the very foot, and allowed the mud and lava to run from the crater through the gap into the valley, for the high north and south walls (*Moenggal* and *Idèr-Idèr*) stretch far away in an easterly direction, past the Sand-sea, along the whole mountain slope, like the side walls of a mountain rift that keep getting lower. This rift is the ravine of the *Kali-Bates*.

When the working of this giant crater had decreased, or entirely

ceased, new craters formed in its interior. There are four of these, three of which lie upon one volcanic cleft, running in a S.W.—N.E. direction along the head-axis of the Sand-sea, which at the same time is the middle-line of the ravine of Kali-Bates. They form inner and outer circles, and have apparently risen consecutively—the Widodarèn, the Giri (which seen from the north is hidden by the former), and the Bromo.

The fourth, the Batok, lies north of the great eruption-cleft, stands by itself, and is quite undamaged. A fifth small volcano, the Goenoeng Kembang, lies south of the Giri, and forms, apparently, the highest point of the Widodarèn. The crater-bottoms of the Widodarèn and the Giri we find as small sand-lakes between their partly destroyed surroundings. They are called the *Segara-wedi Kidoel* and the *Segara-wedi Lor*. The *Giri* has destroyed the east edge of the Widodarèn, and cast itself up again inside its crater, to give place in its turn, on the east side, to the *Bromo*, rising as an outward touching crater. A deathlike silence reigns over this spectacle of the destructive forces of the earth; the mysterious quietness of the grey-green mountainsides and the bleak sandy desert, is undisturbed by the metallic rustling of the wind through the tjemaras, a sound that makes one think of the approach of a train.

Sometimes we are surprised by the sound of voices from the other side of the sandy plain, but we seek in vain for human beings. If we accidentally distinguish a pedestrian or horseman in the midst of the Dasar, then, and not till then, does it strike us what gigantic dimensions that plain and also the surrounding mountainsides must have. Everything is too light, too clear, too peaceful, too silent, to convince the spectator that inside the bowels of those apparently slumbering mountains, the blazing crucibles of the earth are hidden. But the consciousness of their presence gives to the extraordinarily beautiful landscape, something mysterious and thrilling. The conviction that rest and stillness are deceptive and treacherous, fills us with wonder and awe.

If we happen to be present at an eruption of the *Bromo*, then, of course, the aspect is totally different. The black volumes of smoke rise with a roaring noise, and with tremendous speed, whilst a shower of stones and lava falls in and around the crater, and the thundering voice of the volcano between the trembling rocks, is terrible. All of a sudden it ceases, as if listening in astonishment to the overwhelming silence that reigns around, whilst the soft entwining folds of smoke float away like a mountain spirit, clad in a garb of fleecy white.

The descent to the Sand-sea is along a very steep zigzag path,

which is rather too dangerous and difficult for horses, so it is better to dismount.

At the top of the stair-like path we discover, on both sides of the hill ranges, small vault-like holes, dug by human hands. These are the places where the Tenggerese sacrifice to their Dèwa's, or spirits, when setting foot on the dwelling-places of these invisible beings.

On the precipitous Moenggal Pass, we often go by scooped-out walls, where we have occasion to observe how the whole mass that forms the crater-wall, consists of parallel sloping layers of volcanic sand, lava, and stones (hardened mud or coagulated lava). This makes it apparent, that at least the more superficial layers, that built up the Tengger, have fallen and settled there by consecutive eruptions of the Sand-sea crater. When those eruptions decreased so much in violence, that they no longer burst up the whole bottom of the crater and threw it over the wall, the four mountains that are now to be seen, raised themselves one after the other on a crack in that bottom.

To reach the Bromo, it is necessary to ride round the west and north side of the Batok. When doing so, we fancy from time to time, that we are riding in a desert. The grey sand sparkles in the sun, sends up whirling eddies in the trembling hot layers above its surfaces, and causes a mirage that reminds one of the morgana.

Here and there grow greyish heather and lank cypress grass. The Roedjaq, the south part of the Sand-sea, is better covered with a thick grass carpet and ferns. Here graze hundreds of half-wild horses, that run about entirely free. At times we observe their bones lying about here and there, which is a sign that a dying horse is sometimes attacked and devoured by wild dogs, called *atjaq*.

Should dark clouds gather over the Tjemara-Lawang, and float slowly over the softly-rimmed waves of sand and hillocks that have been swept there by the wind, then we imagine ourselves suddenly removed to the shores of the North-Sea, and fancy we breathe the chilly air of a misty autumn day.

On arriving at the east side, the Bromo appears in its entire circumference as a gigantic, naked, compact belt of lava, with sharp edges and deeply notched and carved slopes. A labyrinth of rounded sand-hills, confusedly mingled together, has been washed away from its foot, by the water. The shining tops of these hills, hardened by the sun, are marked out like the lining of square tarpaulins against the opaque grey slopes caused by the rain. These rain-gullies begin about the middle of the slope. Above, it gets steeper, and covered all over with volcanic ashes.

From one point of this border, we observe wooden stairs which

run up the edge of the crater. These stairs are renewed by the Tenggerese men once a year, when the great Bromo-festivities take place, which they celebrate in honour of their principal god, Dèwa Soenan Iloe, in the month of May. Thousands of people camp on this occasion on the Sand-sea at the foot of the Bromo, whilst their priests, dressed in motley robes made of different highly-coloured patchwork, and adorned with rough cabalistic figures, ascend the stairs, and throw offerings into the crater. Dried Indian corn-stalks, palm-leaves, empty match-boxes, and other remains, remind one long afterwards of the presence of these crowds.

The huge pieces of stone spread about the Bromo and upon its slopes, are the result of extraordinary violent eruptions. They consist of dark lava, intermingled with large sparkling crystals. The ascent of the Bromo (only 220 m. above the surface of the Sand-sea) is very easy, and unattended with danger, unless at the time of the before-mentioned violent eruptions, that are, however, very rare. We can go on horseback as far as the stairs.

Arrived at the top, we look down into a steep crater to a depth of certainly 200 metres, without a sharply-defined bottom. Far below in the depth, fumaroles and solfatares boiling and foaming; blue sulphurous fumes rise to the surface, whilst small streams of ashes are hurled with whizzing, rumbling noise along the smooth walls, back again into the depth. It is possible, but not easy, to walk along a small upper ledge, entirely round the crater. Having reached the highest point, on the side of the Segara-wedi Lor, we can from there look into this latter crater bottom, which forms a sand-sea in the shape of a crescent.

Those that wish to see as much as possible of the Tengger-mountain within a short space of time, would do well after having ascended the Bromo, to push on immediately, across the inner wall of the Tjemara-Lawang, to Ngadisari, the highest village of the Tengger, where a pesanggrahan affords a good opportunity for passing the night. The little village is splendidly situated on a small mountain ridge formed by the rivulets, that run into the large crevice of the Tjemara-Lawang, and have dug out ravines, which admit of a view into the structure of the deeper layers of the volcanic mass, that consists of a bright coloured lava stone interspersed with soft tufa. If not too fatigued, we may, after having partaken at Ngadisari of the customary "rijsttafel," ride on to *Soekapoera*, along the beautiful path, that follows with precipitous slopes and bold leaps, the ravine of the rivulet or brook, the Prahoe. To the left, we first have the huge piles of the Goenoeng Penandjaän and the Argawoelan; next protrudes the latter as if

it obstructed the road, but the path opens itself a way through a narrow crevice at the foot of the mountain, to descend into the valley of Soekapoera that gets gradually wider.

The tjemara's give way to all kinds of wild foliage, that in turn, but too soon, gives place to extensive coffee plantations. The delightful coolness of these dark-green plantations compensates the tired horseman for their monotonous gloom.

For f. 6 we hire at Soekapoera a carriage, by means of which we can reach Probolinggo before sunset. It is advisable to order a carriage beforehand from Probolinggo.

Probolinggo

is the capital of the "assistent-residentie" of that name.

The place is beautiful and picturesque; the principal attraction is a broad avenue of splendid tamarind-trees, which leads to a large aloen aloen, where the railway station, the mosque, the residence of the Regent, and the prison are situated.

Probolinggo is a convenient starting-point for excursions to the eastern part of Java. For lovers of actual wilderness and imposing scenery in volcanic mountain regions, these districts will be found particularly interesting. The following excursions may be specially recommended: —

1^o. A trip to the *Ijang*-mountain. From Probolinggo per railway (when opened), cart, or travelling carriage, to Besoeki (37 miles, about six hours drive), and thence, partly in carts (up steep places, drawn by oxen), and partly on foot, to the Argapoera, the highest summit (3090 m.)

2^o. From Probolinggo per cart to Kelakah, where there is a pesanggrahan whence we can ascend the *Lamongan*, an ever-active, but not high or dangerous, volcanic cone; and thence to Loemadjang, which is a good starting-point for the ascent of the Seméroe.

From Tosari to the lakes.

Meaning the lakes in the saddleback mountain, between the Tengger and the Seméroe.

The journey leads across the Moenggal-Pass, through the Dasar and Roedjaq, in an easterly direction round the Bromo, across the Idér-Idér, to the flat country, north of the Seméroe; it lasts three days.

This high plateau can be divided into a northern part — the saddleback between the Idér-Idér, and the promontories of the Seméroe; and into a southern part — the high level round the

Goenoeng Kapala. The first contains three lakes, Ranau Pau, Ranau Radoelo, and Ranau Dringo. The latter one only, Ranau Koembala. It is bordered on the west by a mountain wall, in the shape of a semicircle (according to JUNGHUHN, the Goenoeng Garoe) that rises with several tops: the Ajeq-Ajeq, Koetoegan, Koekoesan, and Djambangan, from 2800 to 3000 metres.

From the south part of this plain rises an obtuse conical mountain, the Goenoeng Kapala (3035 m., Goembar according to JUNGHUHN), which merges with its south side into the north slope of the Seméroe. Upon this pass lies a ruin, called Retjapada. At the east side, the high level is not bordered by a mountain wall, but descends with a steep slope to the plain of Loemadjang. Nevertheless, only one of the four lakes has an outlet for its water, the Ranau Radoelo. This high plateau is considered to be an old crater bottom, the Goenoeng Goembar represents the west part of the crater-wall, whilst the other part has been entirely destroyed. The Goenoeng Kapala has formed itself into this crater plain, like the Batok in the Sand-sea, and on the edge the Seméroe has arisen like Vesuvius on the borders of Monte Somma. From this crater plain the Seméroe is easy of ascent.

The *Seméroe* or Mahameroe, the highest volcano of Java (3671 m.) has a perfect lava-cone which is completely bare.

The crater is not found on the highest summit of the north-west, but somewhat lower in the south-east. This is called the Djoeng-grang Selaka.

From Tosari to Malang or Lawang.

On horseback to the foot of the Tengger-mountain, then on by carts. This journey takes from seven to nine hours; we have the choice of two routes: —

1^o. On the road to the Moenggal-Pass, we turn to the right at the Tengger-dësa Podakaja, and ride to Ngadiredja and Ngadipoera, close to the pesanggrahan Nangkadjadjar, till we come to Bodo, on the Goenoeng Koemba. At this point, the road branches off north across Poerwodadi to Lawang, and south across Djaboeng and Pakis to Malang.

2^o. Across the Moenggal-Pass, through the Sand-sea in a western direction to the Idjo-Pass, and across this along the lower slope of the Tengger to Toempang, and thence by cart to Malang.

The first part of these two routes abounds in beautiful natural scenery. With regard to the last part, the ride to Lawang is the most attractive.

Malang.

(445 metres) is the place where the "assistant-resident" lives, and has a large garrison. It lies on the banks of the winding Brantas, which begins here and runs, therefore, in a south-west direction. It is celebrated for its cool and agreeable climate, and is very well adapted as a central starting-point for trips to the Tengger, the Southern mountain-range, the Seméroe, the Kawi, and the Ardjoeno.

Shorter excursions in the environs are well worth taking, to the ruins of Singosari, to Lawang, to Batoe, where we find the temple-ruins in the Saddleback between Kawi and Ardjoeno; to the bathing-place Mendit; to Boereng and Toempang, Singaredja and Singana, Ngantang and Pakis, all of which have relics of Hindoo-times. There are several good hotels at Malang.

The Hôtel Bellevue, that is situated a short distance from the kota in the neighbourhood of the railway-station, is distinguished for its modern European arrangements, and is provided with reading-, conversation- and billard-rooms, good maps, and tastefully furnished apartments. In addition to the hotels, there are two clubs and a splendid aloen-aloen.

EXCURSIONS FROM MALANG.

I. Batoe or Sisir and the Kawi.

Batoe lies in a north-west direction, at a distance of twelve miles from Malang, 890 metres above the sea. It has a pesanggrâhan, and is the residence of a "controleur".

Just past Batoe, there rises a precipitous bare mountain-wall, the Radjeq-wesi (iron fence), that connects the Kawi with the Koekoesan, the first summit in the Andjasmara-range (the west promontories of the Ardjoeno). Across this one, and at a height of 1186 metres, the road leads to the district of Ngantang. To the north of Batoe, the Brantas rises from a narrow dark gap in the south-west slope of the Ardjoeno. This spot is well worth a visit. The Radjeq-wesi forms its west watershed from the territory of the Kali-Konta, which, although rising close to the Brantas, does not discharge itself into it until a good way on its course.

From Batoe we can ascend the Kawi and the Ardjoeno (about the latter, see Prigèn).

Seen from Malang, the Kawi shows three obtuse tops, the middle one of which is the highest. The one most south is called Goenoeng Pitrang (2580 m.). The middle one has several tops, of which the hindmost, the Goenoeng Boetak, is the highest (2859 m.), and the foremost of which is called the Goenoeng Tjemara-Kandang. The north elevation of the Kawi mountains is specially named Goenoeng Kawi, and is 2640 m. high, and before it, just above Batoe, lies the Goenoeng Panderman (2250 m.).

The Kawi is an extinct volcanic range. At Singariti near Batoe, hot mineral wells are to be found. On the middle top, we meet with an old crater valley; the Oro-Oro level, covered with mountain-grass (*Festuca nubigena*), bordered on the west by a steep crater-wall (the above-named Boetak), whilst of the rest of the circumvallation, a part only has remained on the east side—the Tjemara-Kandang. On the Boetak, and the Oro-Oro level, Hindoo antiquities are found.

II. To the South or Kendeng-Mountains.

The road leads from Malang in a southern direction, over Boeloe Lawang to Gondang Legi or Toerèn, through the fertile plain of Malang, which towards the south, gradually sinks. In that direction, therefore, runs also the Brantas, so as to connect itself near Boemi Ajoe with the Lesti, which, rising on the slopes of the Seméroe, runs along the north edge of the Kendeng-mountains. The Lesti does not take up any tributaries from this mountain range, except in the east part; all the other water that accumulates between the chalk hills of the Kendeng-mountains, runs in a south-west direction into the Indian Ocean.

The Kendeng-mountains do not reach any considerable height, the highest summit west of Soember Doerèn is 880 metres. It was formerly wild and uninhabited, entirely covered with dense virgin woods. Now, coffee is extensively cultivated there, as on the slopes of the Seméroe. By order of the Government, a stretch of wood some kilometres wide, has been left along the south coast for the rainfall and the defence of the country. Consequently, the south coast is, as formerly, still very difficult and only at certain points to be reached, viz., at Kandang Tawa, south of Ardjawilangoen, in the west, and at Srингanga, south of Gondang Legi, in the middle.

The ride through the woods and the view of the wild south coast, with its continual roaring and foaming surf, richly repays for all

trouble. Those who wish to visit plantations on the Smeroe, or in the east part of the Kendeng-mountains, can go by conveyance *via* Toerèn to Dampit, where they must have a horse ready waiting for them. Most of the plantations are connected by telephone with Toerèn, and this again by telegraph with Malang.

III. From Malang to Singosari and Lawang.

By rail or carriage. The high road is a broad and beautiful avenue, with gigantic tamarind- and djati-trees. Singosari or Pagentan is celebrated for its Hindoo antiquities. At the station take a conveyance to the Tjandi's. Though much injured, they are well worth a visit. The gigantic images represent Raksasa's (guards of the temple). Moreover, we find a Nande, a Ganesa, two sun-chariots, and the image of a female Buddha worshipper.

From Singosari, the south top of the Ardjoeno can be ascended.

Lawang

is situated 500 metres above the sea, on the line to Bangil, has two modest hotels, and a small club. It lies very picturesquely at the watershed, between the high level of Malang and the littoral of the Kali Welang (K. Kraton), running in a northerly direction.

Many people who have retired on pensions and others of independent means, have taken up their quarters at Lawang, whilst the inhabitants of the coasting-places often seek temporary shelter against the heat there.

Pleasant excursions may be made in the environs, which abound in lovely scenery, as at this spot the slopes of the Ardjoeno and the promontories of the Tengger approach close to each other. The waterfall of Lawang, upon the Alkmaar-estate, formed by the Kali Welang, at the foot of the steep hill Bawen, beautifully covered with vegetation, precipitates itself in the midst of a dense vegetation of tree-fern, etc., about eighty feet high, from a perfectly perpendicular wall, into a natural pond.

It is to be reached from Lawang in about an hour and a half or two hours there and back, with a cart to Blimbing and thence to the right, twenty minutes on foot, to a shed, from which a glorious view of the fall and of the whole neighbourhood can be had.

The so-called little mountain of Lawang, Wedon, about 300 m. high, is a small steep parasitic cone at the foot of the Ardjoeno, whence a beautiful perspective is obtained. Polaman is a dësa at about an hour's distance from Lawang, with a holy cave (hermit's cave) and a fishing-pond.

To Prigèn and the Ardjoeno.

From Malang *via* Lawang to Bangil, by rail 48 km. This line which, as has been mentioned above, reaches its highest point (500 m.) near Lawang, goes to the north of that little place beyond several low-lying ravines, with steep banks, which have necessitated the erection of a great many works, especially colossal bridges. The one at Sentoel, near Lawang, is particularly remarkable for its iron girders.

From Bangil we can go by rail right through to Soerabaja, or to Paseroean and Probolinggo, or else get out at Soekaradja and go in a small trap to Prigèn on the Ardjoeno. Coming from Soerabaja, we get out at Porong, and there take a trap for f. 5. All the three roads lead across Kasri Pandagan, the capital of a district in the neighbourhood, of which we observe a large sugar-factory. Here we do best to procure a fresh horse, as now the difficult work of climbing begins. Prigèn lies on the north-east slope of the Ardjoeno, at a height of 580 metres, and can boast of a very picturesquely situated hotel, which is much patronized by travellers and invalids from Soerabaja. From the terrace, that is covered with all kinds of beautiful European flowers, we enjoy a magnificent view of the Penanggoengan, and the lowlands of Paseroean.

The climate is agreeably cool, the richly-wooded surroundings afford plenty of opportunity for little excursions, such as to the waterfall of Trètèts, Ledoeq, and the ruins of Indrakila, and to Palembon and Trawas.

The Ascent of the Ardjoeno.

Prigèn is a very good starting-point for the ascent of the Ardjoeno, more particularly for the top that lies most to the north, viz., Goenoeng Waliran (sulphur mountain). This mountain trip is no less beautiful and interesting than the journey up the Tengger mountains. To the admirer of the wild flora of the Javanese mountains, it affords more delight, as the cultivation on the Ardjoeno does not reach much higher than 1000 metres, and because from that level, till as far as the bare crater tops, everything is covered with tjemara and oak woods, alternating with grassy plains and bare rocky walls. The low herbs that shoot up under these trees, are richer and more luxuriant still than those on the bare Tengger.

Those that are strong, and in a hurry, can, if they wish, do the journey from Prigèn to the Waliran and back again in one day, especially when the clear moonlight allows them to leave Prigèn late at night.

We go on horseback to Lalidjiwa, a small country-house that stands at a height of 2700 metres (four hours ride), and thence on foot to the crater (three hours climbing).

The descent, of course, takes less time, so that we may get back before sunset to the hotel at Prigèn. But more pleasure can be obtained from our visit, if we are in no hurry. In that case, we go the first day to Lalidjiwa, and stay there until three o'clock in the morning, in order to reach the top by moonlight or by torchlight, to witness the sunrise. Having rested a few hours, we return to Lalidjiwa, and if necessary, in the afternoon to Prigèn. We might also start from Waliran, to visit first the summits of the Ardjoeno, which can be done in 6-8 hours back.

Those who wish to re-Lalidjiwa, ascend from east top darèn) to or Batoe. it would be to provide des and beforehand. pecially, taken, be-are very to be found tjemara- above 1000 metres. ascends the



CAMPONG AT PRIGÈN.

He who Waliran, on a clear day, constantly sees before him the bare peak, like a desolate heap of ruins, over which lies a yellowish-grey cover, caused by the dry cypress-grass, which with the red-green vaccinium shrub, is the only plant that can thrive in this dreary wilderness of ashes, lava, and brimstone.

At first the road leads along rice-fields and through two dèsa's, Palembon and Trètèts, and then through coffee-plantations, after which wild trees prevail. The fresher green of European hue, and the gnarled branches of the oak-trees that are marked out against the dull greyish-green of the gloomy tjemara's, are pleasant to the eye. From a plateau, on which a hut has been built, we

get a splendid view across the plain. Near this plateau flows a clear fresh mountain-brook, which makes this place very convenient for taking a rest, and refreshing the inner man. Here begins a steep and difficult road, which now leads across an almost bare ridge, that necessitates our dismounting and climbing for some distance. Soon after we get into the forest again, which here consists almost solely of tjemara-trees. In the West Monsoon, and in the beginning of the dry season, the ground is covered with high fragrant herbs, the same as attracted our attention on the Tengger. At the end of the East Monsoon, however, all these are often scorched and sometimes entirely burnt up. At those times, red fiery flames may be observed near the summit, which might give one the impression that the mountain had returned to its former volcanic activity; as of fact, it is here a matter of a forest fire, caused by the dry re-mara's.

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monotonous, and melancholy wood, if possible, even more North European. Though the quickly-travelling tourist seldom gets a chance of coming across game, yet the Ardjoeno is plentifully supplied with deer, kidangs (roes), kantjils (dwarf-deer), boars, panthers, and tigers, and the woods provide sport for native and European hunters.

Lalidjiwa ("forget your soul") is a low but strong and practically built cottage, which was erected here by a former English resident of Soerabaja, and is now at the service of tourists, who wish to dine there and stay the night, at an extremely reasonable rate, viz., £ 1 for lodging, and £ 2.50 for board. It has been fitted up like a ship with several cabins coming out into a centre room, so that it can accommodate more people than one would expect from



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its outward appearance. It is situated on a lovely grassy plain surrounded by tjemara's, whilst a crystal clear brook of very cold mountain water, murmurs alongside of it, and fills a bathing pond. The garden abounds with roses, geraniums, fuchsias, mignonette, heliotrope, dahlias, and violets, whilst some European vegetables are also cultivated in it. Other provisions, visitors have to bring with them from below, as well as warm clothes, and a blanket.

The spot is bordered on three sides by the conical ridge of the Ardjoeno. Straight before us rises, perpendicularly, the east wall of the Widdodaren, with its bare, grey, horizontal lines, and cleft in hundreds of spire-like columns. To the left of the highest top, the edge of this perpendicular wall descends like a mountain ridge, as far as a rises to the front of djoeno. Goenoeng (called by the Indro- we have at djiwa, of hind us on the right the bare Waliran.

As long main in the wood, the the Wal- ty easy, but edge of where only vacciniums dendrons take root between the lava-stones, the road becomes steep and difficult.

The north-east wind also is often so piercing and cold that it becomes decidedly objectionable, which is the reason why tourists, directly they get on the top, involuntarily look out for shelter in the extinct pits of the crater, in order to protect themselves against the dry, piercing wind, and bask in the sun.

Along the partly collapsed edges of several former craters, that have destroyed and supplanted one another, and the side walls of which have partly remained standing like rocks, we at last, with



FOREST-LIANES IN THE MOUNTAINS.

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great difficulty, reach an extensive plateau, from which we suddenly gaze into the gaping abyss of a large intact crater.

Hissing vapours force their way out of the yellow glittering and sparkling gaps on the opposite corner of the flat sandy crater bottom. These are the solfatares, whence the Waliran gets its name.

This ascent is most interesting when it takes place in the midst of clouds. We climb through them, in the dark as it were, to unknown and invisible regions, aware of, rather than perceiving, the deep ravines on both sides. At every gust of wind, new monsters mysteriously appear before our eyes, like gigantic, silent ghosts. Irritating sulphurous smoke, and a fierce far-off hissing, indicate the vicinity of the great fireplace. Nothing else is to be seen than grey slopes enveloped in clouds, until suddenly we retreat in alarm before the appalling hole that we unexpectedly see gaping before our very feet, like a torn open wound in the bald skull of the mountain-giant.

Following the example of the nimble brimstone-seekers, it is possible for people who do not suffer from giddiness to descend into the crater, in order to witness the escape of the vapours and the sublimation of the sulphur close by. It is also possible to walk round the edge of the crater, and, in bright, clear weather, to admire the beautiful prospect that is to be found on all sides.

The Penanggoengan, Andjasmara, Lawoe, Wilis, Kloet, Kawi, Seméroe, Tengger, Lamongan, Ijang, Ringgit, are seen lying round us in an exttentive circle. Far below us stretch the green fields of three residences, covered everywhere with the glistening and sparkling silver plates and tints of the sawah's fishing-ponds, and rivers. Far away in the distance, the limestone tops of Rembang and Madoera appear, and, in the east, the great sparkling and smooth surface of the sea, dotted with hundreds of small white sails.

Towards the south-west, in the direction of Malang, the prospect is intercepted by the ridge of the Ardjoeno, on which rise four summits. The first three are cones with more or less knotted and scooped-out tops. The nearest one is the most incomplete: a lateral eruption has evidently partly destroyed it. The next one is called the Goenoeng Kembar, the third the Goenoeng Bakal. The last and highest top bears the often-used name of Widodarèn. This must be considered as the remains of a conical crater edge on the highest elevation of a big old crater-wall, which to the south, towards Lawang and Malang, has burst open and collapsed.

FROM BATAVIA TO PADANG.

Towards 9 a.m. we leave the harbour of Tandjong-Priok, where, behind the silvery surface of the water, with the vessels painted white, grey, black, and red, basking in the rays of the sun, the mountains Gedeh and Salak raise their delicately hued violet profiles in the morning air.

The small island on our left, Onrust, built all over with dockyards, no longer used, reminds us of a little Dutch town floating in the sea. Close to it lie Kuiper (with an old round fortified tower), Kerkhof (Kelör), and Purmerend. Between this group and Edam, with its lofty lighthouse, lie the small islands of Alkmaar, Enkhuizen, Haarlem, Monnikendam, Hoorn, and Leiden, all covered with green foliage, and surrounded by coral-reefs.

Soon after we steam past the island Amsterdam, Groot Kombuis on the right, Maneter on the left, and Poeloe Pandjang in front of the bay of Bantam. It now begins to get warm on deck, the sails of the awning have already been let down, and now and then we can catch a glimpse of the "Great Mountain" of Bantam, also called Gedeh, and of the higher Goenoeng Karang behind. Later we enjoy for a moment the picturesque view of the hills, sloping down to the sea, the bases of which are encircled by a garland of cocoa-palms, beneath which campong houses lie hidden.

Leaving the Hoorn-islands and the Varkens (pigs)-island on the right and St. Nicolas point on the left, the ship steers south of the island "Dwars-in-den-weg", which, through the eruption of Krakatau, is broken in pieces. From the lighthouse of Anjer, which is marked out against the background of woods like a huge white signpost, it opens due west and straightway to Krakatau, beside which on the north, the low Lange (long) island is situated with the Verlaten (deserted) island in the rear, next to which the precipitous walls of the high island Sebesi (286 metres) rise from the sea.

A little more to the right lies the island Seboekoe (142 metres), and in the north-west we discern on the shore of Sumatra, the mighty mountain ranges of the Lampongs, the Radja-Basa, and the pointed Keizerspiek (Emperor's peak).

In the south and south-east, the Javanese Capes (third and fourth point), and the mountains Karang and Poeloe Sari, south

of the Nicholas-point, obstruct, so to speak, the horizon. But we are fascinated by the Colossus which, on the 27th August, 1883, threatened West-Java and South-Sumatra with complete destruction.

Krakatau (Poeloe Rakata).

According to the scientific investigations of the mining-engineer VERBEEK, and others, it is supposed that the partly-destroyed volcano Krakatau, in the direction of which we are now steaming, is, with some others, situated upon a crevice or crack in the crust of the earth, stretching S.W.—N.E. Along this, probably, portions of the earth crust gave way, so that a pressure took place upon the melted substance underneath, and caused the water to flow into the subterranean open spaces. Directly this water comes into contact with the melted substance, it creates steam at high pressure, which causes eruptions.

Some months before the great eruption took place, volcanic activity had been observed along the gap, especially in the month of May, and on the above-mentioned date (August 27, 1883), the pressure of the gases appears to have been so great, that the crater tunnel of Krakatau, which had been at rest for 200 years, was burst asunder, and the gases forced their way through.

As far back as May, volumes of steam had escaped in that manner, and had reached a height of 11,000 m., which on the occasion of the great eruption, rose to 27,000 m., five times the height of Mont Blanc. Eighteen cubic kilometres of mud and pumice-stone were thrown up.

A heavy shower of ashes fell over the whole of South-Sumatra, Bantam, Batavia, West-Preanger, and Krawang, by which these districts, as large as the whole of Ireland, were veiled for some hours in darkness, whilst the finer ashes spread over a surface twenty times larger than the Netherlands, and the finest particles shot high up into the air, and caused the beautiful sunsets, which were observed for many months afterwards, over the entire globe. The reverberation of the eruption was heard within a radius as far as the distance between England and Constantinople.

Five geographical miles distant from the place of the catastrophe, people died from the burns, whilst everything that was nearer, like Sebesi, with its 2000 inhabitants, experienced the fate of Pompey.

The greatest calamities, however, were occasioned by the rush of water, which took place through the bursting and the collapse of nearly half the volcano, and ran up the surrounding coasts. In the gulf of Telok-Betong, for instance, the water rose as high as

24 m., and threw a steamship a distance of 3300 metres from her anchorage, right over the harbour-head into the midst of a Chinese market-place. On the west coast of Java, it swept away in its downward course 36 000 people, with their cattle and villages, with trees and rocks, and transformed a fertile strip of land, 50 miles in length and about 5000 metres in width, into a barren wilderness.

The pumice-stone thrown up, covered the surface of the sea over a very considerable distance. In consequence of that eruption a great part of the island had disappeared and the rest was, by the many layers of burning lava, deprived of all vegetable and animal life. But three years after the disaster already a fresh flora on Krakatau arose, on the shore mainly consisting of the same plants as those which cover new coral-islands, plants of which the seeds are carried by the currants of the sea and which grow on a saltish ground. The inward flora of the island, however, at that time consisted of sea-weed, of which the seeds probably were carried by the wind. Behind this gigantic monster, with its cracks and crevices, over which a fine green tint is just beginning to appear, the life-inspiring sun is setting in golden glory.

When we have passed this island to the south, close to the shore, the rosy tint of the waves has already changed into grey, and the last light of day is falling on the perpendicular mountain wall at the west side, whilst straight before us appears the shining



THE "MAETSUYKER" IN THE EMMA-HARBOUR.

sparkle of the lighthouse on the low-lying south-west point of Sumatra.

After having steamed on for a day and night, at a considerable distance from the coast, in the early morning we keep drawing nearer to the steep mountain Barisan, sloping down into the sea. This mountain range rises to the right of us, ridge after ridge above the tops that are covered with vegetation, and behind which the still active Goenoeng Talang (2542 m.) rises in an E.N.E. direction.

We leave the island Meraq, which looks like a gigantic bouquet floating on the water, a short distance to the right. To the east of it, shutting out the picturesque bay of Troesan, appears Tjabeda like a promontory; whilst in a north-east direction the green Bintangor protrudes from the little islands behind it and the rocky coast.

Due north, the "Apenberg", 104 m. high, appears above the horizon in front of the Padang-roads. It is a mass of augite-andesite covered with woods and connected by means of a saddle with the Padang-mountain, 329 m. high.

After this we steam along the creaky coast, and between the projecting rocks covered with vegetation, into the lovely Koninginne (Queen's)-bay, surrounded by steep rocky hills, thickly covered with vegetation, sloping down into the deep-blue water with campongs at their base.

The boat sweeps with a turn into the Emma-harbour, where everything appears new, and where the white and yellow painted hangars and houses, and the red-painted anchor chains and proas, form an animated, richly-covered strip between the indigo-blue of the sea and the green and brown coloured hills in the background.

Padang.

We go on shore by means of a gangway, and wait in the station close by, at the little refreshment-bar, for the train that leaves here for Padang every two hours.

This train takes us for f 0.25, in twenty minutes, to the capital of the West-Coast of Sumatra, during which short journey we cross the Padang river over an iron bridge, 100 metres long. Carriages from the hotels Atjeh and Oranje are waiting at the station. With its cocoapalms, broad avenues, and old trees, Padang gives one the impression of being a quiet but agreeable place. The European houses are built of wood, have high pointed roofs of dried palm-leaves, and rest upon piles. They are far apart in the midst of flowery gardens.

The most important parts are the Square of Rome, the Belantong, where we find the low, ugly stone mansion of the Governor, and

the Michiel's Square, named after the General of that name, who was a famous soldier and statesman, playing a great part in the conquest and the settlement of the Padang highlands, and who was killed in 1849 whilst capturing the island of Bali.

Neither the European nor the dirty native quarters present anything of interest. The heat of the otherwise very healthy place, makes us long for the fresh, invigorating mountain climate of the highlands. These are best reached by the cogged-wheel railway, *via* Kajoe-Tanam to Padang-Pandjang, from which a side branch leads to the beautiful Fort de Kock and Paja-Kombo, whilst the main line goes through to Solok, and on to the Oembilin-coalfields.



DWELLING-HOUSE AT PADANG.

**FROM PADANG TO
PADANG-PANDJANG.**

The Pass of the Anei.

Never did we see such a perfect counterpart to the celebrated Gotthard-Strasse from Göschenen to Andermatt, as the pass through the gap of the Anei-river, 15 km. long; from Kajoe-Tanam (143 m.

above sea-level) to Padang-Pandjang. Where in Switzerland the rocky walls of the Reuss-valley rise wild and bare along the road, here, the slopes, which are almost as steep, are covered with thick and luxuriant vegetation.

There, the old Teufelsbrücke (Devil's bridge) was, in 1888, destroyed by the stream, fed by avalanches. Here, five years later, the Anei river, stirred up by the bandjir, rushed in wild haste up the walls of the ravines, dragged along stones as big as houses, carried away for some distance the heavy stone foundations of the seven railway



THE PASS OF THE ANEI.

bridges, that were hardly finished, and threw the iron girders about like sticks.

There, the song of the Swiss is heard; here resounds the shrill laughter of the big black bush-apes (siamang). There, the snowy tops peep every now and then over the rocky walls on the right; here, we see the giants Tandikat (2458 m.) and Singgalang (2890 m.) on the left, Ambatjang (959 m.) on the right, rear their dark indigo-coloured tops, high in the air.

The pretty Ajer-Mantjoer waterfall on the left, rushes from a

height of 75 m. into the roomy basin, which this wild little mountain stream dug for itself, and round which the cog-wheel railway winds a now well-protected curve.

Just as before coming to Andermatt, we enter upon the bare mountain plateau, behind which the heavy snow-covered back of the St. Gotthard is situated, we here ride over the plain, behind which rises the more imposing wood-covered Merapi, whose top, instead of being covered with snow, is strewn with volcanic ejections. Above this the spiral curl of the crater smoke hangs in the blue air.

And even between the little places Andermatt and Padang-Pandjang there is, at first sight, a slight similarity.

Just as at the former, the bare spot on which the hotels are situated, amidst the chilly atmosphere, appears comfortless, so the plain of Padang-Pandjang is almost destitute of trees. Over it blows a pleasant mountain breeze, which, as you ride along the highway, makes a strange, cold impression upon you, strengthened still more by the chill appearance of the houses covered with shiny galvanic iron. We even fancy we recognize in the Indian cows in front of the small Hôtel Merapi, the cattle whose tinkling bells break the silence of the Alps.

The prospect of this magnificent scenery can be enjoyed from the little platform of the foremost carriage of the train, which from Kajoe-Tanam, is pushed up the mountain by a cogged-wheel engine in the rear. The whole journey from Padang to Padang-Pandjang takes four hours.

Padang-Pandjang.

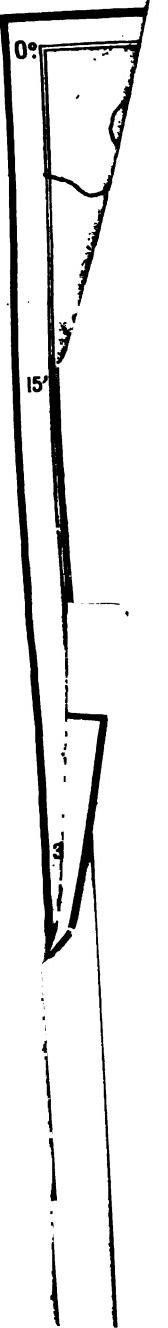
At the racecourse of Padang-Pandjang, a monument is erected in memory of a celebrated heroic action of the Padri war.

Three wounded Dutch soldiers, unable to follow their comrades, when the latter, after fighting four days, and being without food, left the little stronghold of Goegoek Malintang, blew up the place, when the fanatical Malays forced their way into the little redoubt.

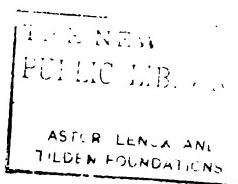
From here very pleasant excursions can be made, and the lovely mountain air and the beautiful prospect enjoyed at the same time.

These little excursions can be extended as far as we like, by going to new starting points by early morning train; an excursion to the spring and watering place Mata Koetjing especially is very pleasant.

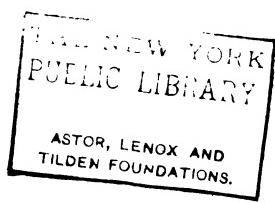
The hotel at Padang-Pandjang, although small, is very comfortable, and has a good table. If we remain at this place for some days with this object in view, it is advisable to go to the office of



15'



... cannot travel, we go



WITH THIS OBJECT -

the assistant-resident, and endeavour to obtain an introduction to the neat little military club. Take a walk early in the morning through the Anei-Pass to the Kandang-Ampat station, and return by rail, or organize a picnic near the Kota-Bahroe station, from whence there is a nice view of the plain of Fort de Kock. At another time get a guide and gather orchids from the slopes of the Singgalang or the Merapi; take a trip to the lake of Singkarah, or walk along the picturesque road to Batoe-Sangkar; and last, but not least, ascend the active volcano Merapi.

Ascent of the Merapi.

In order to ascend this highly interesting volcano, which rises 2892 m. above the sea, and which has been tolerably quiet since 1876, we must give notice to the Laras-chief of Soengei-Poear, at least one day before, so that he may make the necessary arrangements for the mountain ascent, *i.e.*, guides, coolies, night lodgings, meals, etc., etc. On the appointed day we go by rail to Kota-Bahroe (1145 m. above sea-level), and on by cart, f. 5 there and back, *via* the gently sloping road, 9 km. long, and reach the house of the above-named chief, in about an hour's time. From here we commence, at about 3 o'clock p.m., to ascend the mountain through a dense wood, and before dark reach the highest inhabited hut (about 1550 m. above sea-level), where we partake of supper, stay the night, and take breakfast in the morning. We resume our journey at the break of day, and reach the top within two hours afterwards.

Here it is so cold, that we are glad to have our overcoats. This top is reached along two fumaroles, not far from the now active crater Pakoendang-Gadang, situated in the four funnel-like old craters running into one another, which constitute the west cone.

From a depth of 90 m. steam rises with a dull sound. This steam is mingled with sulphuric acid and sulphur hydrogen-gas.

The other crater, now extinct, with a depth of 123 m., filled up for a great part the east boiler of a former crater 2000 m. long and 1600 m. wide, of which at present there still exists a swampy bottom and a sharp edge 2600 m. in length.

In order to walk down that edge it is necessary to pass the night on the top, wherefore the point is chosen that is indicated on the map, and where there is ample shelter against the cutting winds, that roar in the night over the mountain-top.

To reach the sand- and ash-bottom of the extinct crater, we go

from the south point of the edge of this opening (2706 m. above sea-level), along the west border to the north side, where the descent begins, to finish it over a very steep path along the east side. The sand-sea between the two craters is a remnant of two former similar openings, and can be crossed in half an hour.

The descent to Soengei-Poear takes three hours. The cart is already waiting which conveys the traveller to the train at Kota-Bahroe.

About the prospect from the top, which in a north, west, and south direction is entirely free, nothing need be said. From what precedes, and from what is still to follow, it may be conjectured how extremely beautiful it is. We can also go by train from Padang to Padang-Pandjang in the morning after lunch, and commence the journey about 3.30 p.m., in the above indicated way. For that purpose it is necessary to choose a time when the moonlight illuminates the ascent during the evening hours.

We can also reach Soengei-Poear by cart from Fort de Kock, which takes two hours and costs f 5.—

From Padjang-Pandjang to Fort de Kock.

The cog-wheel railway takes us in two hours over a distance of 19 kilometres, chiefly along the main road from Padang-Pandjang to Fort de Kock, over the saddle between the twin mountain Singgalang-Tandikat on the left hand, and the broad ridges of the Merapi on the right hand, which are covered with vegetation. The district is thickly populated; the land is everywhere enlivened by the pointed saddle roofs of the painted and gilt houses and rice barns.

On this side of the mountain pass, we get a peep now and then of the lake of Singkarah, and the mountain ridge that separates it from Tanah-Datar. Past the station Kota-Bahroe, we get a magnificent prospect in a northern direction, of the extensive mountain plateau Agam (900 m.), surrounded by blue mountains and intersected by the river Masang.

Fort de Kock.

This place, of which the proper, Malay name is Boekit Tinggi, is extremely healthy, and has a very cool mountain climate. It possesses an extensive military encampment, a seminary for native

teachers, a small hotel with pretty good accommodation, a large native market, and a racecourse. For this last purpose, in various up-country places, training courses have been made. The Malays are very fond of this sport.

Fort De Kock is a good central point for excursions to *Kota-Gedang*, which is reached per cart that can be hired of Si-Noeroet, transport-contractor; to the village *Kota-Bahroe*, the houses of which are covered with galvanized iron, and the shiny roofs of which can be seen at some distance; to the *Karbouwengat*, or to the lake of *Manindjoe*, as the most beautiful of all.

If you are lightly clad you will be no more troubled by the heat of the sun, than you would be if you were travelling through Switzerland during the summer months, and here, as well as there, fresh mountain breezes cool your hot forehead, whilst the eye is equally fascinated.

Though we sometimes miss, in the highlands of Padang, that extraordinary wide prospect Java presents so often, yet here the mountains are often wilder, the slopes steeper, and everything more imposing, so that it presents more similarity to Switzerland, to which the above-mentioned two great lakes greatly contribute.

Just as Switzerland is unique in Europe, so the mountainous countries east of Padang are unique of their kind in the Dutch East-Indies.

The Lake of Manindjoe.

The road from Fort De Kock leads to a point, where it descends to the crater-lake of Manindjoe, and where this can be seen in its whole extent. The distance to this place is $19\frac{1}{2}$ km., and can, if necessary, be traversed by small two-wheeled carriages (*anaq tram*), price f 20.—.

The slopes of this part of the road are, however, so steep, and the drive is beset with so many difficulties, that we can walk the distance just as quickly, and if we are unable to obtain riding horses, (f 5.—), walking is preferable.

On horseback the trip (there and back) might be done in six or seven hours, without tiring the horse too much, and whilst reckoning time for resting. The best thing to do, however, is to walk early in the morning to *Matoer*, and to stay there the night in the pesanggrahan, which costs f 5.— per person. That wooden house contains two bedrooms, a parlour, and a large front gallery. It is pretty comfortable, and the food supplied by the "mantri kopi" (overseer of the coffee-warehouse), is also tolerable.

Liquors and bread, and whatever else we might desire, for instance a woollen blanket, we have to bring with us from Fort de Kock, as Matoer is only a small native campong without any shops.

Close behind Fort De Kock, the road descends between steep rocky walls into the so-called "*Karbouwengat*", a broad gully, worn away by the rivers Masang and Si-anq, in the soft tuff stone with which the Merapi filled the lake that formerly extended here, between that mountain, the Singgalang, and the Danau-mountain. Highly picturesque and imposing are the perpendicular walls, 120 m. high, light yellow in colour, and destitute of all vegetation, enclosing the flat beds of these little rivers about 50 m. wide.

Both little streams can now be easily waded through, but in the rainy season they swell and fret along the pumice-stone tuff, and undermine the layers sufficiently to cause new falls continually.

Especially the island hill, which the Si-anq left standing in its bed, is impressively beautiful. Its pale-yellow, perfectly bare, and perpendicular walls, 75 m. high, reflect on the east side the glistening morning light, and on the west side throw a sharply defined and dark shadow over the smooth bed of the river, covered entirely with tufa-stone, and on the high perpendicular earthen wall, here and there worn away in deep grooves by the rain, and crowned, so to say, along its right upper edge by a scroll-lay of black earth, covered with shrubs and herbs.

If we have once reached the steep and shaded road upon the plateau, across which the path leads to Pantar; it appears almost level, and we are enabled to enjoy at our ease, the lovely temperature, not unlike that of a summer's day in Germany, the beautiful prospect of the Merapi, the sloping plain upon which the zinc roofs of Fort De Kock glisten, the Saraboengan, and the mountains of the seven Loeras that border the plain in the north-east. On the foreground we look down again into gullies hundreds of feet deep, as every streamlet here has cut a very deep and wide bed in the loose soil.

Above the mountains that obscure the horizon, the *Ophir* (3031 m.) raises its flattened peak high in the air to the north-west.

Near the Pantar, the road descends pretty steeply to the Batang-(river) Matoer. The precipitous wall, 150 m. high, that lies opposite and is supported by sharp girders, like natural cross-beams, was in 1833 crowned by the hostile troops from Matoer, and vainly stormed by the Dutch troops under the eye of the Governor-General VAN DEN Bosch; it was only conquered some months later, and in a great measure by surprise.

A few kilometres farther on, we enter the small plain on which

the aforesaid coffee-warehouse and the pesanggrahan are situated.

After having dined, bathed, and rested here a while, we can walk on, towards five o'clock p. m., along the gently sloping road ($4\frac{1}{2}$ kilometres) to the east bank of the lake of Manindjoe. This wall is the top edge of the perpendicularly foundered crater of the Danau-mountain, inside of which the blue lake is now situated, 16.6 kilometres long, 8 kilometres broad, 157 m. deep, and 459 above the sea.

The remains of the crater-wall which surround it, rise from 250 to 1250 m. above the smooth surface of the water, and the extraordinarily steep slopes are covered with green vegetation wherever it is possible. Right opposite us is a field which makes us think of a Swiss meadow. We see a gap through which flows the river Antokan, which keeps the water at its present height. Formerly it must have been 50 m. higher.

Far in the distance we see the glistening surface of the sea. The view of the north walls of the Bürgenstock, where they rise from the greenish-blue water of the Swiss Lake Vierwaldstädtersee at a height of 700 m., is far less imposing; the tropical evening sun here forms colours and tints, which cannot be equalled in more temperate climates. The road, 15 kilometres long, with its fifty-three zigzags, will lead us to the little place Manindjoe, which is situated on the lake, where a controller resides, and where sometimes small scooped-out trees can be hired, in which a dangerous canoeing excursion can be made.

It is better to leave this descent alone, and next morning, at sunrise, to go back to the same place in order to enjoy once more the beautiful panorama, this time beneath the rosy light of an Indian morning. After which we can journey back to Fort De Kock, and be in the hotel again for lunch.

From Fort De Kock to Paja-Kombo.

Before the railway was finished, the journey to Paja-Kombo had to be accomplished by cart, which can be hired for f 7.—, and which takes us there in the early morning along a broad and slightly sloping main road. Since September 1896 however one can go by rail from Fort De Kock to Paja-Kombo, but for those, who love nature, the excursion by cart is to prefer.

The fertile, densely-populated plain of Agam, covered with rice-fields, and thickly wooded campongs, is still bathed in the morning mist; the mighty mass of the Merapi on the right, lies yet in shadow, immediately behind us, the Singgalang catches the rays of the

morning sun, whilst on the left, the many-topped steep Kamang-mountains obscure the horizon, above which rises the Ophir.

Along a field covered with crater-stones, we reach, only too quickly, the point where the road approaches and enters the Kamang-mountains, soon after to lead with a few turns, past huge rocks through the valley of Padang-Sarong.

That small plain, cut off to the left by the bare rocks Semeraso Mantjoeng and Talang, is again left, past the bridge of the Batang-Agam, which river, somewhat further up, runs over a distance of 1500 m. underground. Then we see the north part of the rich plain of Tanah-Datar spread out before us, with the Sago (2240 m. high) rising up in all its majesty.

We have hardly seen enough of the beautiful view about us, before the cart stops near a footpath on the left of the road at five kilometres distance on this side of Paja-Kombo. Here we can get out, if we choose, in order to have a look at the grotto (Ngalau di Bangso).

It is true that we do not find here a mammoth cave, as in North America, or a Grotte de Han, such as at Rochefort; nevertheless, the variegated colours produced by the penetrating light of day are fantastic, and the stalactites remarkable.

But putting this plan aside, even then, a walk along the gradually ascending path, which is 500 m. long, and winds round the rocks, is well worth our while. It is from here that we can enjoy an extensive prospect across the *Lima-poeloeh Kota* (L. Kota), as the extensive plain to the north-west of the Sago is called. This plain gradually descends towards the east, where, in blue clouds, rise the border-mountains which separate the Padang uplands from the primeval woods of the independent countries, which extend for several day's journey as far as our dependencies on the east coast of Sumatra.

From the foot of the hill on which we are standing, as far as the eye can distinguish the tops of trees, we see a dense wood of coco-palms, under the foliage of which Paja-Kombo lies hidden.

Having paid half a guilder to the guide, who lives in a hut opposite the entrance of the footpath, we ride beneath the shade of palms into the little place, which has the reputation of being particularly healthy, and makes a picturesque impression, with its broad avenues of tjemara-trees and spacious byways. The little hotel consists of an old wooden house with a few small rooms. The table, however, is pretty good, especially when the arrival of visitors is made known by telephone from Fort De Kock.

Paja-Kombo is celebrated for the beauty of its women, and the

great market which is held there every Sunday morning. The spacious pasar (square), enclosed by stone galleries, is then enlivened by thousands of marketers.

On these occasions, the wives and daughters of the trade-loving Malays, show themselves in their many-coloured costumes, with sarongs, stitched with gold and silver threads, worth hundreds of guilders. Adorned with broad gold bracelets, breastplates, earrings, and ornaments for the head, they make, beneath the shadow of the waringin-trees, a picturesque-effect.

From here we may make excursions to Soeliki, where layers of black marble are found, to the greatest native Mahometan temple (*mesighit*) of the Highlands, at Taram, and to the *Gap of Harau*. The last-named excursion is the most interesting. To get there, we hire a cart for two and a half or three guilders, which takes us, in little more than an hour, along a broad, well-shaded road, to the coffee warehouse near the entrance. Here we get out and walk for a quarter of an hour between the perpendicular bare walls (which echoing rebound every sound), full of deep grooves and gaps, which, almost an hour's walk in length, rise to the height of from 200 to 300 m., and are from 20 to 300 m. apart, until we reach the greatest of the water-falls, the Batang-Harau. The valley of Lauterbrunnen, with the Staubbach, here finds its equal.

From Paja-Kombo to Fort Van der Capellen (Batoe Sangkar).

I. *Via Boea.*

So far, the journey can be easily made by ladies also, but along the course now to be described this would be more difficult for them, if not impossible.

To reach Batoe-Sangkar we have the choice of two roads. The one that leads north and east round the Sago, on the right bank of the Sinamar to Boea, can be covered per cart in six hours' time, and costs about f 15.—.

We then pass close to Paja-Kombo, cross the river Agam, 30 m. broad, over a fine stone bridge; keep the Gamboes mountains to the east, drive through the wilderness of the entirely ruined Halaban, and come out past Fort Raaff, into the most picturesque and lovely valley of West-Sumatra — the valley of Boea and Lintau.

On the left, this valley is enclosed by a sharp and rugged range of chalk mountains. Here we get, through deeply indented walls, a view of the Sago crater, covered with beautiful foliage. In the vicinity of Boea, there is a remarkable grotto with many passages

that penetrate far into the mountains, and a tunnel through which runs a small river, and which affords the opportunity, in one day's journey, of coming out into the plain of Tanah-Datar — a couple of caves with stalactites, and a subterranean plateau with different basins, filled by a warm stream and full of fish.

There is no hotel at Boea, neither is there a pesanggrahan. If, therefore, we cannot obtain lodgings at the controller's, and we do not care to drive straight on from Boea to Fort Van der Capellen a four hours' drive — then it is better to take the direct route from Paja-Kombo to the above-named fort.

II. FROM PAJA-KOMBO TO BATOE-SANGKAR *via* TANDJONG-ALAM AND TABAT-PATAH.

For 16 or 18 guilders, a cart takes us along the road to Fort De Kock, back to the point, where the inner road turns off over the saddle, between the Merapi and the Sago.

At this point the Merapi lies before us, the Sago behind us to the left, and between the two a chain of steep hills covered with grass, from which chalk-rocks rise, forming a buttress for the saddle between the two volcanoes.

The road winds upwards along this wall, and it is, indeed, a heavy pull for the ponies before they reach the top, along Tandjong-Alam.

In order to render the ascent easier, we can walk a little way and enjoy far better the splendid prospect. In the east rises the Sago, in the north the Bongsoe, washed by the Sinamar. To the north-east we have an extensive prospect over the independent lands of the interior, through which the Kampar and its tributaries run along under the shadow of primeval woods. From the softly undulated plain rise fantastically-shaped rocks. Should the ponies appear too tired to continue the journey, we might probably be able to hire another pair at Tabat-Patah (1030 m. above sea-level), where there is a pesanggrahan. With giddy speed we descend through the dense coffee-plantations into the plain of Tanah-Datar. We anxiously calculate what is most likely to happen — whether we shall see the rattling cart smash to atoms, and the little horses that speed along like lightning, tumble headlong down the road, or whether we shall get to the bottom safe and sound.



A NATIVE PONY.

Not till we are close to Batoe-Sangkar, do we think much of the latter chance, but when we have made more trips with the native mountain ponies, our confidence in the quickness and strength of those apparently weak little creatures gains ground, and finally we yield ourselves calmly to their acrobatic freaks. During this drive, we sometimes get on our left a glimpse of the Sago and the sharp ridge Marapalam, which continues from this volcano in a southern direction, and which divides the valley of Boea and Lintau from the plain of Tanah-Datar. Before us, from time to time, we catch sight of a track of land, of totally different type to what we have hitherto seen. Mountain-ridges, bare or covered with short grass, containing coal, intersect the rising ground to the west, which forms the eastern slopes of the volcano, broken in at the sides, in whose crater the great lake of Singkarah now lies like a mirror. Due south rises the Talang in all its beauty, and close behind the spot, where the small fort Van der Capellen lies like a toy upon the hillock, project the ridges of the rocky mountains Bongsoe.

The hotel at Batoe-Sangkar is a facsimile of that at Paja-Kombo, the prices being the same, $\text{f} 6.-$, and the food pretty good.

From here a little trip can be made to Boea.

Well worth seeing are the Hindoo remains at Pajer-Roejong, situated behind the small fort; it is the burial-place of the princes of the former realm of Menang-Kabau, a square plain shadowed by a waringin-tree.

From Fort Van der Capellen to Solok.

If we wish to continue our journey round the Merapi, we order a small cart ($\text{f} 2.75$), for 7 o'clock the next morning, which will take us, in from two and a half to three hours, to Loeboek-Krambil.

The road to Padang-Pandjang, on which this railway-station is situated, rises with pretty equal slopes through dense coffee-plantations over a distance of 15 kilometres, and affords occasionally a view of the very flat south base of the Merapi, which runs on behind the Fort Van der Capellen, where it is checked by the steep sandstone mountains of the Bongsoe. Behind, to the left, lie the Sago and the Marapalam; to the right, the steep saddle-shaped little mountain Plana attracts our attention. By a gully, into which the Oembilin-river runs, it is separated from the Siboemboeng-mountains, which are thinly covered with vegetation. Behind this lies the Oembilin-coalfield, with its steep sandstone walls and sharp chalk tops; before us we observe the Boekit-Pandjang, behind which project the Talang and the Barisan-mountains. Nearer and nearer we approach the precipitous bare mountain-ridge on the left, with

the sharply-pointed Batoe-Basik at its outer wing, and at last we cross it. Then we see a small portion of the Singkarah-lake and the Barisan-mountains that border on it in the west, and again the Tandikat and the Singgalang appear from behind the forests on the Merapi. At Loeboek-Krambil station we book by the early morning train to Solok, and slowly descending, we steam along to the bank of the great lake.

The Lake of Singkarah.

This lake, which is generally as smooth as a mirror, is 21 kilometres long, 77 kilometres broad, and 268 metres deep, it covers an area of 112 square kilometres, and is situated 362 metres above the sea. It therefore far exceeds the lake of Thun (18 by $3\frac{1}{2}$ kilometres), and not only in size, but also in beauty.

Approaching from the north, we observe the mighty volcano Talang, rising at the water's edge, whilst on the west bank, the ridge of the Barisan, 1000 m. high, closes the lovely panorama. The railway soon descends over the bridge of the Oembilin-river, as far as the east bank, and follows it in graceful curves, so that at one time we see the whole width of the lake opposite us, and at another the south end. Again, at a turn of a promontory, we behold the Singgalang and the Merapi rise up in the north.

We pass along the village Singkarah, through a plain covered with rice-fields, which plain is said to have been formerly buried 70 m. deep under water, when the Oembilin-river, that now forms the mouth of the lake in the north, had not yet worn its bed to the present depth.

After a journey of two hours by rail, we reach Solok. This time is really too short to enjoy fully the beautiful scenery, and we long again for the time when our eye can rest once more upon the mirror of blue and highly burnished steel, enclosed on one side by a dark- and on the other by a light-green frame — as Mr. Buys describes that lake.

Solok.

Solok is a rising little place. At present, however, it contains only a rather primitive hotel, a small fort, with a garrison of about 100 men, a few houses for Government officials and officers, and a large market. It does not lie much higher than the lake, and though healthy, is tolerably warm, as it is enclosed between mountains.

From here we take the morning train to the *Oembilin-coalmines*,

to enjoy in passing, scenery entirely different to what we have hitherto seen. It is the continuous variety caused by the difference in type between the gap of the Anei, the plain of Fort De Kock, the Karbouwengat, the lake of Manindjoe, Paja-Kombo, Tanah-Datar, and the Singkarah-lake, that makes a journey through these highlands so interesting and full of change.

Now the train runs along through the narrow valleys of Ajer Bingoeng, and Batang-Pantjaran, between steep hilly ranges, 200 m. high, covered with grass, that remind us of the northern part of the Black Forest railway. Afterwards it runs into the broader valley of Soengei-Lasi, which further up, near the river Siloeng-kang, becomes much narrower.

Near Moeara-Kalaban, a tunnel 800 metres long, affords an entrance to the Loentoe-valley, near the northern slopes of which lie the coalfields.

In 1868 these were discovered by a Dutch Engineer, Mr. DE GREVE, who was the first to form the plan for the working of them, but who was drowned at Doerian-Gedang during one of his voyages of discovery on the Oembilin-river. The surface of these slopes is covered with many buildings. Along gradients, the coal-trucks are run to the iron shed, 50 m. long, where the black diamond is sifted, etc. The bustle and commotion of Chinamen, convict-labourers and coolies, prevail everywhere; engines and trains are running to and fro through the steep green mountain-walls. The whole affords a scene of activity, such as one would little expect in the far interior of Sumatra, here so thinly populated. Through the mediation of the mining engineer, whose neat little house is situated close to the lowest mouth of the mine, access can be obtained to the pits.

In the three layers of coal, which are two metres thick and lie above each other at a distance respectively of twenty-five metres, under a slope of eight degrees, main galleries have been bored, which are connected by intersecting passages.

The little coal-trucks that we just now saw rolled up to the outside, are let down along gradients, and empty their contents upon the slanting sieves that are placed there.

Several plans having been considered for the working and transport of the coal, either along the Soebang-pass, or through the gap of the Anei, it was finally decided to adopt the latter route for that purpose, and consequently a plan for the laying down of the coggedwheel line, which now runs through the Padang districts, was resolved on.

Under the superintendence of the chief engineer YZERMAN, who

had won his spurs by laying down the line at Java, this work was finished in four years' time. The layers of coal were connected with the Emma-harbour, which is about 7.5 metres deep, and sheltered from all winds. This harbour shows at ebb and tide, a difference of only 0.46 to 1.10 metres height in the water-mark. Here large steamers can take in 600 tons of coal within 24 hours.

Towards noon, we take leave of the Sawah-Loentoe-valley, on which the sun shoots down his burning rays, and where between the bare mountain-slopes and the high rocks, with their almost vertical walls, it has become suffocatingly warm.

If after having got back to Solok (one hour and a half by rail) we do not feel inclined to go snipe-shooting in the surrounding rice-fields, we might take a walk to Pajo (one hour and a half), where in the dense wood with its beautiful orchids, and in the coffee-plantations, troops of red monkeys spring from tree to tree. Near this little place stands a deserted pesanggrahan, which is, however, sufficiently in repair to prove a useful resort for hunters. This point, 1000 m. high, affords one of the most beautiful views which can be found in the whole of the Dutch East-Indies.

Over the tops of the thick foliage, we see far below, the Sing-karah-lake, in its entire length, and behind it the Merapi, with the twin mountains Tandikat and Singgalang to the left, and the Sago to the right. The high east bank of the lake distinctly shows its volcanic origin. Behind, rises ridge after ridge, which at last disappear far in the interior in blue, fleecy clouds. From this spot the high mountain-range can be further explored.

Journeys further into the interior, for instance to Alahan-Pandjang, to the crater lakes Danau di Bawah and Danau di Atas, require more preparation, and do not fall within the province of this guide.

From Solok back to Padang.

From Solok, a road leads over Tendjo-Laut to Padang. It is practicable by conveyance, is 80 miles long, and runs through coffee-plantations, under rather steep slopes up the Barisan-mountains along Loeboek-Selasi, where a pesanggrahan is found.

Since the railway has been laid down, this road is, however, very little used. Nevertheless, horses can still be stationed there, and the journey can be accomplished per cart for f 40.— to f 50.—, the heavy expenses and trouble of which are compensated for by the glorious prospect that can be enjoyed from Tendjo-Laut. Along the steep mountain slopes we look down into the plain of Padang, and over the little clouds which are driving against the mountain-walls on to the surface of the sea, with its many green isles, which

protect the west coast of Sumatra against the power of the mighty ocean.

If we desire to return by rail to Padang, which for ladies would be preferable, then we are on the road from 6 a.m. to 1 p.m., and can enjoy the beautiful sight of the sun casting his first rays over the surface of the great lake, above which float the rosy-tinted clouds.

Dwelling-houses.

Before leaving Padang, a word or two may be said about the peculiar construction of the houses, and the population of the various parts of the country, which where described in the last chapter.

The stranger, and also the resident of Java, who comes from this island to Sumatra, is especially struck by the ornamental appearance of the native houses in the upper districts of Padang.

The ridge of their high roofs rises in one or more pair of points, as in sharp horns (*tandoeq*), whch are covered with shining tin, or interlaced with the black fibres of the aren-palm (*idjoed*). The number of points equals the smaller and higher wings, at the two sections (*andjoengs*). There are sometimes as many as six. The middle portion of the majority of dwellings, is in itself much greater than the ordinary Javanese native houses, which fact is in unison with the great difference in family-life between the Javanese and the Malays of Sumatra. Among the latter, the married daughters remain in their parents' house, of which a portion of the back part of the centre is partitioned off for them.



RICE-BARN IN THE PADANG HIGHLANDS.

A compartment of this kind is called *biliq*; their number amounts sometimes to not less than fifteen. The front part of the centre of the house is not divided (*tanjah roemah*), and serves as a common room and bedroom for the children and unmarried members of the family.

A front or back gallery is scarcely ever found. The houses are enclosed, and both the doors and windows are small. On the other hand, they stand almost always upon poles, high out of the ground.

Particularly ornamental and typical are the rice-barns (*rangkiang*), rising upon high poles near the houses, and still more lavishly adorned and variegated than the former, with coloured and gilt carved works, with pieces of looking-glass, and covered with tin.

For every kota (which in the original means a fortified place or village) the possession of a mesigit (mosque) and a balei (place of consultation) is characteristic. The former is distinguished from afar by the roofs rising one above the other in the form of storeys, the latter by the absence of enclosure at the two long sides. In most kotas is to be found a roemah negāri (that is, a house for strangers) erected by the population; in some a pesanggrāhan built and maintained by the Government. Where there is neither of these, one can always find a lodging for a short time in the balei.

Population.

— Directly we set foot on land, we immediately observe that the Sumatran—the ancestor of the Malay colonists, who settled in the year 1200 A. D. upon the coasts of the other Indian islands—has a much bolder look, and is much less submissive to Europeans than the Javanese. In his dark eyes we seem to read—"We are the owners of this country, but we willingly submit to the Government and the rule of the Dutch".

We do not find here the servility, that for centuries has been exacted from the Javanese by mighty princes and chiefs and many noble families.

The clans or Soekoe's of the Sumatran Malays, numbering nearly 40, are again subdivided into different branches, which consist finally of several families. They are all descended from one common stock in the female line (matriarchate).

The now hereditary chiefs (*panghoeloe's*) of those Soekoe's, exercise a stern patriarchal rule, and together, constitute in each district, the *Laras* or districts council.

In consequence of the members of those Soekoe's living, however, in different villages at a great distance from each other, each Soekoe has in those villages a *Panghoeloe Ketjil*, and these together, constitute the village council.

The Laras- and the village-chiefs, which upon the recommendation of the people have been nominated by the Government, have a seat in those councils, and they form the transition between the European and the family government of the Malays.

From this we see there is no question of nobility or superior status.

What strikes us still more is the resolute mien and the air of importance of the native women, when, pompously attired, they walk to the passer or stand in little groups gossiping in the public roads. It is a well-known fact that the ladies of the west-coast have a great deal more to say than the gentlemen, owing to the rules of the matriarchate.

A man and woman marrying (members of the same Soekoe, properly speaking, are not allowed to intermarry), both of them remain in their own family-circle; the husband goes only temporarily, and of the house; her children remain in her family, and in and the half of band and wife ther. The other goes to the sisters of the husband, cend to his brothers or sisters.

The west-coast of Dorado for the ladies, show that they perfectly

MALAY GIRL.

Sumatra is indeed a who do not forget to understand the importance of their life and position in this sublunary world, in spite of the humble position the Mahometan religion prescribes to their sex.

In this respect, and in many others besides, they pay but little attention to the Koran.

FROM PADANG TO BATAVIA VIA BENKOELEN.

From the local papers, and at the office of the Packet Company, it can be ascertained at what time the steamer leaves the Emma-harbour for Batavia. The first part of this passage runs close along the picturesque coast, which has been described above. The Talang and the Indrapoera-peak (2562 m.) are clearly visible. Towards next morning we reach Benkoelen.

Benkoelen.

This little place, charmingly situated on the seashore upon gently undulating land, is noted for its neatness and pleasant position. The fort, which dates from the English period, and is now garrisoned by a company of infantry, rises close to the sea, upon a hill covered with short grass.

Behind this lies the drill ground, surrounded by broad ways, covered with white sand and bordered with fine lawns. Close to it is the spacious dwelling of the Resident.

This part of the place is more like an English park than an Indian town; the parts round about the markets, with the pavements, and the houses covered with high tiled roofs, betray their British origin,



DWELLING OF THE RESIDENT AT PALEMBANG.

as well as the English money that was spent on them. It can easily be understood that the English Governor RAFFLES was loth to part with this favourite of his, not knowing that Singapore, near the other side of Sumatra, which he had founded, would have such a splendid future.

Behind the place, the ground rises rapidly, and runs slowly up against the west slopes of the central mountains, of which the Loemoe (1806 m.) in the north, the "Sugar-loaf", the Kaba (1650 m.), and finally the Dempo (3170 m.) in the south-east, attract our attention.

The Kaba is distinguished by the vaporous clouds which it sends

forth at intervals of from seven to ten minutes. From the little island Tikoes in the south-west, we see some cocoanut-trees, but the larger islands South- and North-Pagei, Sipoera, and Siberoe, which have hitherto protected the navigation from the high surge of the sea, lie behind the horizon.

When the sea is calm, it is not unpleasant to take advantage of the few hours the steamer stops at Benkoelen, to go on shore in one of the boats, which ply between the ship and the pier.

The hotel does not offer much in the way of comfort; the club is a spacious building, to which we can easily obtain an introduction.

From Benkoelen we can, without danger or very great exertion, travel across Sumatra to *Palembang*, on the east-coast, by way of Kepahiang, Tebing-Tinggi, Lahat, and Moeara-Enim. From the last-mentioned little place, small steamers start three times a week down the Moesi-river to Palembang.

If there be a chance of stormy weather, it is better to remain on board, because the return journey to the vessel is sometimes difficult. If the wind be strong, we may expect to be tossed about a little at night after starting, for between Benkoelen and Kroë, or rather between the islands Pagei and Engano, there is nothing to break the surge of the Indian Ocean.

When next morning at sunrise, we appear on deck, we see the vessel lying off the coast of a little island, which, though covered with cocoanut-trees, is called Poeloe Pisang.

Proas and barges put off from the shining white shore, and soon after we hear the rattling of the crane, as the cargo is hoisted up, which is brought over to this island from *Kroë*, situated on the mainland. From the fragile boats, dancing on the waves, resound the voices of the street boys of Pisang, who, like their comrades at Aden, are anxious to dive after "dubbeltjes" (small silver coins) that are thrown from the ship into the sea.

After a short stay, the journey is continued, and we see the Dempo (3170 m.) and the Panindjawan (2165 m.) rise above the block of mountains.

Towards sunset we pass Cape Vlakke Hoek, and steam along the Semangka-bay, in which the island Tabocean is situated, and behind which rises the Keizer's peak, 2280 m. high.

The evening sun is reflected on the rocks and mountains of the east bank of the bay, 1000 metres high. The Tongka, situated on the promontory between the Semangka- and the Lampong-bay, is 1042 m. high, whilst the surf splashes against the mainland and the island Lagoendi, between which the steamer traces her course.

In front of a great rock, lying close under the north bank of the

Lagoendi-strait, we see the waters foaming above a reef, on which some years ago, the steamer "General Kroesen" was wrecked.

By the time we have crossed this strait, and are steaming along in the smooth waters of the sheltered bay, it is still light enough to distinguish in the south-west, the circumference of the Radja-Basa, and to admire the variegated colours of the precipitous and notched rocky walls of the promontory, that cast broad shadows over the smooth surface of the water, above which is reflected the glorious sunset.

It is already night before the steamer casts anchor before Telok-Betoeng in the deepest part of this magnificently beautiful bay. Near this spot rises the Apenberg, with the traces on it made by the waves, sent up by Krakatau: the horizontal lines of demarcation showing the destruction wrought. Before the sun rises again behind the Radja-Basa (1341 m. high), we have steamed between the Tandjong-island on the left, and the Tegal-island on the right. We pass the Beschutters-island (Seboekoe), and as we leave the bay to the north of Dwars-in-den-weg, the morning sun sparkles on the water, and we steam straight for Tandjong-Priok, which is reached in the early morning.

FROM BATAVIA TO DELI.

For those who wish to reach Deli (Langkat, Serdang) in the quickest manner, the direct steamer of the Royal Packet Company to the Belawan is the best way of travelling.

The tourist, on the other hand, who wishes to see as much as possible of our Archipelago in a short time, will perhaps prefer to go there by way of Palembang or Muntok and Riouw, and afterwards to touch at Singapore. For these routes, he can also make use of the Packet Company's boats.

By the direct way to Deli, the passing of the Banka-strait is the only thing that relieves the monotony of the journey. To the larboard, we see the low-lying shore of Sumatra; to the starboard, the coasts of Banka rising higher up out of the water, behind which appears an isolated mountain.

Banka

is an interesting island in many respects. Geologically, it must be considered as an upheaval of the same earth-ridge which forms the

peninsula of Malaka. It contains rocks of ancient geological formations, whose sediments form layers of earth containing tin, which now constitutes the wealth of the island. From a botanical and zoological point of view, it differs more from Sumatra, which lies close by, than one would at first sight suspect; this points to the fact that the vicinity is of comparatively recent date, as Sumatra is enlarging continuously in an eastern direction.

Belawan.

On approaching Belawan, the harbour of Deli, the shore of Sumatra displays the same character as in the Banka-strait; a long, low, dark-green streak, with a straight, unbroken line of coast stretching out into the muddy sea, while its upper edge, smooth and uniform, borders on the moist atmosphere, quivering with heat. It is only in the morning that we see, far inland, a ridge of dim blue mountains, from which rise a couple of finely delineated volcanic cones. One of these is distinguished by a greyish-yellow tint, which has gained for it, erroneously, the name of SULPHUR MOUNTAIN, and sometimes by a white plume of smoke hovering on its summit.

The broad stretch of lowland between the mountain-range and the coast has been formed by the sinking of the mud, washed away from the mountains, at the mouths of the rivers, and on both sides of their banks by the periodical inundations. The land is being continually increased by the woods along the coast, growing half into the sea, which consist almost entirely of mangrove or rhizophorae-trees (*bakoe*) standing above the water on a labyrinth of air-roots, between which the mud remains hanging and accumulates. Thus the bottom of the sea, on which they take root, gradually becomes dry land, but underneath, along their outer edge, a new fringe of young plants has come up, which continue to form land. This power of being able to strike root in the sea, the mangroves owe to their extremely remarkable powers of reproduction. Their ripe seeds do not fall off, but begin to germinate on the trees which produced them and grow out into long staff-formed stalks, hanging perpendicularly in the air. When at last they get free from the branch, they sink by their own weight into the soft bottom of the sea, and remain sticking upright in it, whereupon their lower end immediately begins to strike firm root. Shortly afterwards, the part protruding above the water, sends forth leaves and branches.

Slowly and cautiously, the steamer creeps in over the mud-bank at the mouth of the river; often compelled to stop or run aground on the soft and continuously shifting bottom, which the screw keeps

sending up in dirty brown flakes. To the right and left, we see far out at sea, the nets of the Malay coast fishers.

Once over the bar, the boat can soon cast anchor in the spacious mouth of the Kwala Belawan, right opposite the station of the Deli-Railway. Along the gangway, we reach the pier, pass without much difficulty or loss of time, the custom-house, and with one of the many trains can soon leave the damp, warm, and always very unhealthy harbour, and in a couple of hours reach the town of Medan.

First we cross the railway-bridge of the *Kwala Deli*, an interesting construction 380 metres long, consisting of twenty arches resting upon screw poles, which have been driven so far down into the soft mud till they have reached firm ground. Shortly after starting, we pass the old harbour *Laboean*, to which one formerly had to be rowed by sampan from Belawan.

Before arriving at Medan, we have already gained an impression of the characteristic scenery of Deli: a large, bare, monotonous surface, for the most part covered with high alang-alang grass—here called lalang—or with wild, tangled shrubs; little inhabited, except where here and there a tobacco plantation lies in the midst of the fields. If we come at the time when the tobacco has been gathered in, then we see the greater part of these fields planted with rice, which the native population, according to their farm lease, may grow during the first year upon the fallow-lying tobacco-fields. A few campongs with their fruit-trees, now here and there a solitary *toealang* (bee-tree), which was spared when the primeval forest was rooted up, fail to break the monotony and desolateness of the scenery. On the contrary, they rather tend to increase it.

Near Medan we pass over an extensive railway-embankment full of luggage-trains and sheds, that gives one a lively impression of the commerce and prosperity, which prevail in this tobacco-country. The numerous crowds of native, or rather non-European travellers, at every station, produce the same impression: Chinese, Malays, Javanese, Klingalese, Bengalese, and Battaks, swarm on the quays and fill the numerous and spacious third-class carriages. The majority of these people come from other parts, for the original Malay population was, and is still, small. When the first tobacco-planters came to Deli, the country was as thinly populated as the districts lying south and north of it on Sumatra's east coast, and this small population appeared, moreover, both unwilling and unfit for the cultivation of tobacco, according to the European method.

So the planters were compelled to look for workmen elsewhere. The nearest place where coolies could be obtained, was the Straits Settlements, which supplied Chinamen, who appear admirably

adapted for the cultivation of tobacco. As, however, the prices of the English coolie-brokers were exorbitantly high, the Deli Company contrived to effect a direct immigration from China. In smaller numbers there come to Deli, Javanese, Baweanese, Bandjarese, Klings (of the coast of Malabar), and Bengalese, the men of the last two races not, however, direct, but only from the Straits, and then, too, against the wishes of the English Indian Government.

All the building and appurtenances of the *Railway* look new and modern, which can easily be understood when we remember that the line was only laid down in 1886.

At Medan the line is divided into three branches: one to the left (on the east) runs to Serdang (Perbaongan); the middle one, a continuation of the main-line to Deli Toewa, on the slopes of the foot-ridges of the mountain-range; and the one to the right runs (in a northern direction) to Bindjei and Seleseh.

At Bindjei begins a narrow-gauge railway to Stabat on the Wampoe, in the direction of Tandjong-Poera (Klambir), constructed and worked by the Deli-Company.

When the tobacco is shipped, we see many waggons laden with neat bales of tobacco, packed in fine matting, but at all times it stands full of loads of imported articles, especially *atap* (covering for roofs), and sticks for drying the tobacco (*anaq kajoe*), wood, uncut and cut, stones, chalk, ironwork, artificial manure, provisions, liquors, rice, and fish. The Deli Railway, then, does a good business. It was built entirely with private capital, without any help from the Government.

Medan.

Medan, the chief place of Deli, electrically lighted, is the seat of the Resident of the east-coast of Sumatra, and of the Sultan. It lies on the Deli-river at its confluence with the Boboera. As soon as we have stepped out of the station into the spacious aloen-aloen, we perceive at the first glance that we have arrived at a new busy and flourishing place. In 1869 it was chosen by NIENHUYSEN, the originator of the Deli Company, as the seat of their chief administration, on account of its adaptability for import and export. Before that time it was a wretched campong, surrounded by a double wall, traces of which still remain. It was not till 1871 that Medan had a doctor of its own. Now we find "De Witte Sociëteit" (club), next to which stands the post and telegraph-office, the barracks, the fort, large Chinese and other shops, a couple of hotels (the "Orange"- and "Medan"-hotel), the racecourse, the Resident's house, with offices, prisons, etc., and the establishments of the Deli Company.

What especially strikes the European coming from Java, is the more modern Western character in the laying out of the grounds and buildings, the greater variety in architecture, adapted to the mixed population. The cause of this lies in the proximity of the Straits-Settlements and the overwhelming influence of planters, the chief elements of European colonists. These, of all nations, chiefly consisting of young enterprising men fresh from Europe, have imprinted a Western character upon everything, and in the arrangement of their dwellings and plantations have followed the examples of their English neighbours across the Straits, rather than those of Java, which lies farther off. In society we shall observe a closer connection with Europe, as the Deli tobacco-planters travel more frequently to and from Europe than the Dutch settlers of Java, who still, to a great extent, keep up the old custom of remaining ten and even twenty years in the tropics.

Things worth seeing in Medan are: the palace of the Sultan, a new building erected by a European architect in a sort of Moorish style; the new Chinese temple, bearing witness to the vast sums of money which are earned in Deli by the sons of the Celestial Empire.

The different buildings of the *Deli Company* have their chief office here. This, the largest and oldest of the many tobacco-cultivating companies, was established in 1869, and not long ago, celebrated its twenty-fifth year of existence. They then had 100,000 acres of land at their disposal, divided into



TOBACCO-PLANTATION IN DELI.

twenty-one plantations in the provinces of Deli and Langkat, and worked with a capital of four million guilders and a reserve capital of 4½ millions. By their instrumentality, direct immigration of coolies from China was brought about; and by one of the members of their administration, a plan was devised by which the relation between the coolies and their masters was placed on a good and satisfactory basis.

That the Deli Company provides well for their workmen, is shown by their hospital and also their asylum for immigrants, which they built in connection with other planters. Here contract-coolies, who by chronic or incurable diseases are unfit for work, find a temporary or permanent home.

Whoever stops at Deli for a shorter or longer time, will naturally pay a visit to one or more *tobacco plantations*. Everywhere he will find the arrangements much about the same.

In the middle, a spacious house for the director, erected after the English-Indian bungalow type, rises high out of the ground. Next to it extends a gigantic fomenting barn, to which the tobacco is taken in the month of July to lie and foment for from six to nine months upon piles which keep getting larger and higher, whilst from September they are sorted by coolies who are seated in two long rows at the open sides: at the outside the sorters, and opposite them those that make up the bundles.

Then the large airy shed of the Chinese workmen, the so-called "kongs," in the neighbourhood of which one or more native shops, here named "kedei," are to be found, and other dwellings of Javanese, Klingalese, Bengalese, or Boyans. Each of those races has its own peculiar labour; the Javanese are woodmen, roadmakers, and gardeners; the Klingalese, cowherds and drivers of ox-waggons (*kareta lemboe*); the Bengalese, policemen; and the Boyans, carpenters; whilst the clearing of the forest is done by Battaks and Malays, temporarily engaged, who can also build barns and make roads.

The tobacco-fields are divided into from four to six groups over the extensive land of the plantation, of which every year only a tenth to a fifth part is used for tobacco-growing. Each of these groups is under the superintendence of an assistant, who has under him about 100 workmen. On both sides of a plantation-road are found the fields, which in January, February, and March are prepared for the reception of the young plants by the cutting down and burning of the trees and by working the soil with the "tjankol," or native spade. In April the "bibit," which has been sown on forcing-beds, is planted out on it, which in July can develop into plants (tobacco-trees) as high as a man. These are

then cut down and taken to the drying-sheds. These lofty, long sheds, with their gigantic roofs of "atap," are arranged in a long row by the high road, and are a characteristic of Deli scenery.

The fallow-lying fields may for a year be sown with rice by the population. After this time, they are left to themselves and are soon covered with a wilderness of bushes or else high alang-alang grass. The latter is getting too much the upper hand in Deli, principally owing to the burning down of the forests, which either by accident or on purpose, are set on fire and cannot grow again. The rewooding of land from which the tobacco has been gathered, is, therefore, one of the most difficult and important problems in Deli.

If a choice is to be made, then a visit to a plantation farther in



ELEPHANT-HUNTING IN SERDANG.

the interior, that is to say, situated on the borders of the hills, is to be recommended. The scenery there gains much in beauty, owing to the flat country being almost entirely stripped of wood, and besides this, an opportunity is afforded us of learning something about the remarkable population of these highlands, the *Bataks*.

The custom of cannibalism, to which this race of Malays owes its bad renown, does not exist, at least, amongst the Karo-Bataks, who live in the mountain districts on the borders of Deli, but they still have peculiarities enough to awaken the interest, even of the ordinary tourist, in the highest degree.

In appearance they do not differ very much from the Malays, although they can be distinguished from them. Their dress is

generally extremely simple; blue is the colour most commonly worn for "sarongs," head-gear, and "slendangs," both by men and women. The latter wear silver earrings of extraordinary size, so thick and heavy that they have to be fastened to their hair, and yet have stretched out their ear-laps to a tremendous length.

The campongs are generally dirty and poverty-stricken. Underneath the low houses, supported on tottering poles, pigs dig up the ground, as the Bataks, being heathen, are allowed to eat the flesh of these animals. An open "balei," or consultation house, serves also as a reception-room for strangers. You have to climb up to it along the steep trunk of a tree, in which steps have been cut.

In the vicinity of some campongs, houses for the dead are found, in which, however, only the trunk of the deceased is kept, the skull being kept apart, as it is looked upon as an object of great veneration.

The Bataks of the plateau around the lake of Toba, possess an excellent breed of horses, which, however, through want of care in breeding and the great demand from the inhabitants of Deli, threatens to degenerate.

A journey from Deli across the Batak plateau and to the northern bank of the *Toba-lake*, is at the present day neither dangerous nor difficult. The chief obstacle is the expense of such a journey.

Penang.

Cheaper and easier is undoubtedly a trip to Poeloe Pinang, one of the islands belonging to the Straits-Settlements, under the coast of Malaka, celebrated for its beautiful scenery.

It consists principally of a mountain completely covered with vegetation, on the top of which "The Crag", a sanatorium of the Deli Company, is situated.

There, generally, one or more of their officials are staying to recover from the injurious effects which living in tropical, low-lying districts has upon many European constitutions. From the bungalow on the "Crag" we get a glorious view of Georgetown, with the roadstead in front of it, and the plains and hills of Malaka opposite it.



A BATAK CHIEF.

SINGAPORE.

Whoever travels to the Dutch East Indies by the German, French, or English mail, or crosses over to it from British-India, or comes out of the north-east from Japan or China, will have to leave the steamer at Singapore.

But even to him, who from Batavia or any other Dutch port, wishes to travel through the Archipelago, a visit to this great commercial harbour and chief port of East-Asia cannot be anything but agreeable. The visit should not occupy more than a few days, as the heat on the low island detracts very considerably from the pleasure.

Singapore is much more attractive than any of the harbours on the north coast of Java; it lies right on the sea, on a dry streak of the coast along a splendid roadstead. It has, besides, a much more European and modern character than the latter, which, although it makes it more pleasant to the eye, especially from the sea, has also serious disadvantages, as it is certainly not pleasant in a tropical climate on the coast, to walk in the burning heat along quays unsheltered from the sun, and to have to climb steep stairs to third storeys.

The mail-boats lie alongside the quays of Tandjong-Pagar docks, at about half an hour's walk from the town, and can be reached by "gharrie" (palanquin), or by rickshaw (a Japanese conveyance drawn by Chinese). On the landing-place we find Malay porters from the hotels. The office of the Royal Packet Company is in the town on the quay, close to the landing-place, which is sheltered from the sun by a large awning. Quite close to it is the fine post-office, and the great club, which is distinguished, both for the splendid view which it commands of the roadstead, and for the tasteful arrangement of its spacious dining and conversation rooms.

The large Hôtel de l'Europe is situated on the esplanade, where stands the statue of



A RICKSHAW.

Sir STAMFORD RAFFLES, the English Governor, who in 1819 founded Singapore. Close to it also is the Adelphi-Hôtel. On the esplanade military music plays in the afternoon, and here the English *beau monde* take their drives.

The Botanical Gardens, about a quarter of an hour's drive from the town, are well worth visiting, although in scientific importance and completeness, they are far inferior to the Gardens at Buitenzorg.

Less interesting, but still well worth seeing, is the Museum, a fine spacious building with ethnographical, zoological, and mineralogical collections, and a library. In a short time we can obtain a very good view of the fauna and products of Malaka and learn something about the history of Singapore.

In the European commercial part of the town are large well-stocked shops, amongst which those of JOHN LITTLE are distinguished by their richness

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In the evening the traveller who takes interest in the peculiarities of eastern native life, can easily satisfy his curiosity by paying a visit to a real Chinese theatre.

If we have more than one day at our disposal, we should devote it to a trip to Boekit Timah, the highest hill of the island (175 m.), from which we have a good view of the whole, and of the Sultanry of Djohore, stretching to the north on the mainland of Malaka, that is divided from Singapore-island only by a narrow strait, across which tigers sometimes swim. On the way to the top we pass through a fine virgin forest.



A ROYAL TIGER

JOURNEYS TO CELEBES AND THROUGH THE MOLUCCAS.

The extensive boat-communication which the Packet Company maintains in the Moluccas, makes it now possible to visit the numerous places of attraction in this glorious tropical Archipelago, in a comparatively short time.

If we remain on board the same vessel we can only visit a portion of the extensive Australian part of the Dutch Indian Archipelago, which would necessarily make this visit a hasty one, because the steamboat seldom stops for more than two days at the principal places, and in most harbours makes a still shorter stay. Whoever then, wishes to become more intimately acquainted with some of the principal points of attraction, would do better to stay and wait for the next boat; this has to be noted down on his ticket. Specially adapted for a longer stay, are Menado, Ambon, Banda, and Macassar.

The east and south part of the Molucca Archipelago, with Dutch New-Guinea, is the most interesting, from an ethnographical, botanical, and zoological point of view, and will prove most attractive to lovers of what is strange, unknown, and wild.

In the northern and western part we find more traces of civilization and culture, but also richness of natural scenery, geological and botanical attractions, which characterize the visit to these isles as one of the most agreeable and instructive, that can be paid to tropical zones. Danger either from the elements, or from the natives, need not be feared, unless we wish to penetrate into the interior of New-Guinea or Ceram. In the north-western part, more particularly, is greater safety and peace to be found than in the most civilized kingdom of Europe.

The climate of the Moluccas and Celebes is very healthy and temperate. The proximity to the Equator causes copious showers of rain to fall in the course of the year, which temper the tropical heat and drought.

The sea is generally calm and smooth; hurricanes and typhoons, as there are in the Chinese sea, do not occur.

FROM SOERABAJA TO MACASSAR.**The Straits of Madoera.**

The boat leaves the roadstead of Soerabaja at 2 or 4 p. m. (see local papers), and steers in an easterly direction, through the Straits, or rather Gulf, of Madoera.

If it be a fine morning, we can once more enjoy the pleasant aspect of the shore and the beautiful view on the Penanggoengan and the Ardjoeno, whilst the proas of Madoera stand out against the glistening green of the banks, like so many silver ornaments.

When the tourist, refreshed by his afternoon siesta, appears on deck again, he may hope to get from the starboard side, a view of the north-coast of Java, so impressive and at the same time so beautiful, as is obtainable at no other point. Several colossal mountains stand side by side with sharp and deeply grooved flanks, glowing in the evening sun. Their ribs curve and extend zigzag down to the coast, whilst their bases widen out in such a manner as to convey the idea, that they have only just been hurled down from the tops of vomiting craters.

Extensive alluvial plains, such as are found near Batavia and Soerabaja, which make the mountains appear as though they were sinking back into the blue mist of the horizon, are not to be found here, because they are hidden beneath the waters of the Gulf of Madoera. In the rear, we see the gigantic Tengger disappear; the wild rugged groups of the Ijang mountains rise in mid-air; behind them, the elegant cone of the Lamongan, with its white smoke is seen. Ahead of us, in the foreground, we see the strangely fantastic rocky battlements of the Goenoeng Ringgit, and in the far distance, the black massive cones of the Raun-Idjèn-mountains. To the left, in northerly direction, these descend to the horizon with a gentle slope, to rise again in an irregularly knotted group of cones—the Goenoeng Sedano or Baloeran, which like a gigantic watch-tower at Java's east corner, looks into the wide open sea.

From aboard the formation of the Goenoeng Ringgit can be clearly perceived. We get lively impressions in confirmation of the account that JUNGHUHN and other naturalists give of it, namely, that this mountain is a small fragment of a large and lofty volcanic cone, the north, east, and south side of which have, for the greatest part,

been destroyed and have disappeared in the sea. The eruption of the Krakatau proves that such catastrophes, by which whole mountain slopes have been swallowed up in the depth of the sea, really do happen, and consequently the suppositions that have been made, are not without foundation.

Towards evening the light of Meinderts-Droogte, that indicates the entrance into the Strait of Bali, sends us a last greeting from the Soenda-islands.

Next morning we see in the south horizon, the gigantic mountain cone of Lombok. This is the Goenoeng Rindjani, the highest mountain of the Indian Archipelago (3800 m.).

Celebes.

The second morning after leaving Soerabaja, Celebes has been in sight for some time. Steering close to the west-coast, we notice the high peak of Bonthain (Lombo Batang), 3025 m., with its many tops. The country in front of it looks hilly and mountainous, and is entirely covered with vegetation.

The west-coast of Celebes shows itself to us in an entirely different character from the north-coast of Java, which we have just left. There we beheld deeply grooved and rent volcanic cones and crater-walls, rising from the midst of low levels or plains, which, through cultivation, were entirely deprived of their original forests. Here we observe a succession of hilly ridges projecting nearly to the sea, almost entirely covered with dense woods, more inland, followed by higher chains, which, as it were, surround the huge black mountains of the Lombo Batang volcano.

Isolated conical volcanoes in the centre of alluvial plains are, on the other hand, missing here; the parallelly-arranged mountain ridges are entirely different in outward appearance.

Macassar.

To the left, we begin to perceive the low-lying coral islands before Macassar, the most southern of the Spermunde-Archipelago. and in front of us, the white buildings along the quay and the ships in the roadstead. The aspect reminds us more of a European than an Indian harbour. Some of the vessels are fastened to wooden piers before the quay, along which rises a row of white-washed warehouses and offices, before which are piles of all kinds of goods.

The firing of the cannon and the steam whistle, awaken the coolies from their morning slumber. They are seen sauntering along

in groups, and we notice at once the difference between them and Javanese population. In their dress, red predominates, the sarong is drawn up very high and worn wide round the waist, the legs are bare far above the knee, which added to their stately walk and high turbans, give them a somewhat proud and valiant appearance. In their face, also, the difference is visible; it is broader, whilst the nose is curved like a beak, somewhat resembling the Semitic type.

This outward appearance coincides pretty well with the character of the people of Macassar. They are brave, sturdy, fond of roaming over the sea and traders than tillers to be proud and addicted to piracy, The so-called which means to niacs and stab-meet, occurs than any other pelago, which result of their jealousy, their ness, and gambling.

The Ma-and other South-Cele-esteemed riders and Armed with lance, from of which hangs a

in foreign countries. Better of the soil, they are inclined assuming; also ad-deceit, and cruelty. "running amuck", run about like mabing everyone they more among them race of the Archi-no doubt is the extraordinary revengeful-passion for

cassars races of bes are as bold hunters. a long the end

MACASSAR CHILDREN.



lasso, that at the other end is fastened to the saddle, and seated on their small sturdy horses, they hunt the deer. With this lasso they catch it round the horns, and then suddenly rein in their horse so that the flying animal falls down, whereupon they despatch him with their lance or creese. Whilst hunting, they keep one of their knees drawn up on the saddle.

Macassar or *Mangcasar*, the capital of Celebes and its dependencies, and the residence of the Governor of these parts, is the emporium of the products of the island and of the Moluccas. It carries on a brisk trade with Singapore, and also with Batavia and Australia, especially since 1846, when it was declared a free port.

During the east-monsoon, the roadstead is perfectly safe, nor is it worthless in the west monsoon, as the long Lau-ley-bank that we see extending at our left, parallel with the coast, breaks the force of the rolling waves and therefore protects the roadstead and the quay. Generally one or more men-of-war and Government steamers lie before the town, so that with its lighthouse and high citadel it looks like a fortified harbour.

To the south and the north of the European quarters, we see the native campongs stretching for miles along the shore. Beneath the foliage of the cocoanut-trees, the little houses, rocking on poles,



NATIVE DWELLING AT MACASSAR.

look towards the sea. Their high triangular fronts are decorated with carved wood and shutters like our venetian blinds. They are also distinguished from the Javanese houses by flat square windows, with wooden trellis-work. All along the sparkling beach lie the slender-winged proas with turned-up sterns. Over the smooth surface of the water we hear the clear but monotonous sound of the drum, by means of which the fishing-smacks and merchants' proas make known their arrival and departure. Fishermen are seen on their high bamboo-scaffolding, watching the shoals of fish in the clear water, ready to catch them in their nets.

To get from the pier to the centre of the European quarter (the drilling-ground) we have to keep along the quay, or walk through the Chinese camp that runs parallel with it. The latter is to be recommended.

Here we are struck by the bustle going on, the variety of merchandise offered for sale in the small low tokos, and the picturesque but rather decayed appearance of the houses and stores. Several Europeans are still living in the straight narrow streets of this old part of the town; their houses are distinguished by the traces they still bear of the old Dutch style: large sash windows with small panes of glass and green painted window-sills, bottom and top doors, with crude carved work in the fanlight



PART OF THE TOWN OF MACASSAR

above it; and front galleries on the street, protected by slanting roofs, resting upon small wooden columns.

All the gardens and grounds are hidden by high white walls, which make the quiet parts of the town particularly lonely and comfortless. Along the street and in the stores we see the principal wares being packed and sent off, especially coprah (the fruit of the cocoanut), tripang (dried sea-cucumbers, or Holothurea, a kind of sea-worm with a prickly skin, which are considered great delicacies in a Chinese kitchen), mother-of-pearl shells, the skins of birds, nutmegs, cloves, dried fish, tortoises, damar-resin, speckled wood, rotan, wax, getah, and other products of the forest.

The new and spacious part of the town, which is near the fort, appears to greater advantage. On three sides of the large green

square, nice stone houses have been built, including the club, the Government office, the hotel, the post-office, the palace of the Governor, and the Prins Hendrik's Church. Seen from the other side of the square, the fort, with its high rocky stone walls, above which are the glistening gables of the barracks and a small church, with old-fashioned green blinds and slanting roofs, affords a picturesque and remarkably antique sight. It is called Rotterdam, and dates from the time of the Portuguese, with whose assistance it was built by the Macassars, who called it Oedjoeng-Pandjang. In 1667 it was captured from the King of Goa by the Dutch Admiral SPEELMAN, who afterwards made the so-called Bongay-treaty, by which the whole of South-Celebes bound itself to do business with the Dutch only. On that occasion he thrust his sword into the trunk of a cocoanut-tree, by which he intimated he would pierce anyone that did not submit to this treaty, and from this time dates the coat-of-arms of Macassar, or, as it was formerly called, Vlaardingen.

A large, beautiful tamarind avenue, called "het Hooge pad" (the high path), to the west, and an avenue of canary-trees, called "de Heerenweg", to the south, both of which are lined on each side by well-built large houses, lead from the drilling-ground. The "hooge pad" brings us soon to a second beautiful green field, the "Koning's plein", around which lie the cemetery, a small dismantled fort, called Vreedenburg, the military hospital, the law courts, the house of the assistant-resident, the club "Soranus", and the theatre. There are not many excursions to be made in the neighbourhood, but a walk through the Macassar and Malay campongs is well worth recommending.

During this walk we pass some very old-fashioned country houses, two to the south of Macassar (Maurisse with a large grave stone monument), and one or two to the north-east, where there are so-called water castles, namely small tents or booths in the shape of a Chinese ship in the middle of fishing-ponds. A beautiful Arabian grave is worth looking at. A nice drive to the ford Tello, that lies on the river of that name, leads along very low parts of the coast that have been converted into fishing-ponds and salt pans.

Whoever has to remain a day or two at Macassar can make little excursions to the kingdom of Goa, and to Maros. For the first a guide or an introduction from the assistant-resident, or the secretary for native affairs, are required, and they are readily granted. The visit to the King of Goa is of interest to the lovers of ethnography. Here we notice large high-roofed houses resting upon numerous huge poles, communicating by means of galleries and stairs with

outer courts, in which the kitchens and apartments for the women are situated. In the interior, however, nothing very original is to be found.

The things in the house consist almost entirely of worn-out and ugly articles of European furniture. The only thing that is apparently well looked after is the arsenal, which is well filled with breechloaders and other arms of Western construction. The women of this place do not wear the sarong wound tightly round their bodies, but hanging down in wide folds, which they hold up in front of them with the left hand when walking. Their headdress they also wear in a different manner to the Javanese women, whilst they wear a second sarong round their head and shoulders.



HOUSE OF THE SULTAN OF GOA.

The long carriage road to Goa is entirely covered with grass, which shows that there is not much traffic there. Formerly there were no carriages or other wheel conveyances at all, and the king obstinately refused to have a good road made, until the Governor of Celebes informed him that a beautiful State-carriage had arrived at Macassar, as a present for him from the Governor-General, which he had only to send for. Then the much wanted road was made in great haste by the Goarese.

Maros, where an assistant-resident and a controller reside, is celebrated for its waterfalls. The journey (40 miles) takes at least two days.

FROM MACASSAR TO THE WEST-
AND NORTH-COAST OF CELEBES,
AND TO THE MOLUCCAS.

Spermunde-Archipelago.

Steaming close along the shore, the boat leaves the roadstead of Macassar in a northern direction, and immediately makes for the passage through the labyrinth of small islands and coral reefs which bear the name of the Spermunde-Archipelago, and that formerly proved disastrous to a great many ships. At the present day, however, there is not much fear or danger, as the whole of the Archipelago has been carefully mapped out, whilst here and there buoys have been moored, so that in the daytime, providing the weather is not too boisterous, the experienced commanders of the Packet Company always steer the steamboats through at full speed, without hesitation. In order to make the voyage as safe as possible, a Makassar pilot is taken on board, appointed by the Packet Company especially to pilot its steamers through the dangerous waters. The passage reminds one of a walk through a large garden, where the paths have been made of water, and the flower-beds replaced by small islands. We observe that nearly all the islands are inhabited, apparently by fishermen, for everywhere little proas are sailing and canoes are being paddled along.

This Archipelago was in former times the haunt of pirates. It is chiefly owing to the necessity of pursuing and checking these corsairs, that these parts were carefully mapped out by our Navy. On the coast, fantastically-formed and steep rocks attract our attention. They serve as landmarks to the helmsman, and have the appearance of coral chalk masses, upheaved from the sea. The various colours of the water, which betray the presence of reefs beneath, show us what dangers here threaten the foolhardy or the sailor unacquainted with the navigation of these waters. High and black, like a threatening spirit of the sea, the bow of a stranded steamer, the Bromo, rises to the north of these submarine hill-ranges.

The inhabitants of the near-lying coast have not forgotten to strip the vessel of everything they could lay their hands on, and carry away, so that we can now see between the iron rafters into the

bottom of the hold, as if we were looking between the ribs of a gigantic corpse into the black cavity of its bowels.

If the view on the mainland of Celebes be clear, then we see that it is very mountainous. Amongst the many summits, the peaks of Maros and Tanette especially attract our attention.

Paré-Paré.

A few hours after we have passed the last island, we cast anchor in the Bay of Paré-Paré. The appearance that nature and inhabitants present here, is entirely different from that of the roadsteads of North-Java, and will, with few exceptions in situation and scenery, repeat itself at every point of view of the west- and the north-coast of Celebes, where we stop between Paré-Paré and the Minahasa.

We are here in the bosom of a beautiful bay, surrounded by rosy-tinted hills, thickly overgrown with vegetation, and showing but few traces of cultivation or habitation. Here and there along the coast we find campongs, the houses of which are pretty large and built on high piles, and mostly with the fronts facing the sea. As we approach, numerous long, narrow sampans or small canoes (lèpa-lèpa), and a few the shore to meet lor flag floats above from the stern of

We find ourselves of the petty king-one of those confe-by the contract of friendly relation Government, but it. The natives who with their small the rope ladders on stranger the impres-in reality savages, much more than the natives of Java do.

They wear no more clothing than is absolutely necessary; nearly all have the upper part of their bodies naked. The favourite colour of their sarongs is a bright red. They bring their wares and all that they possess along with them in beautifully plaited baskets of various colours, in old-fashioned boxes with yellow brass bindings, in bags of matting and small baskets made of green cocoanut-leaves. Almost all of them have their klèwangs and spears with them, yet their faces look kind and friendly.

The campong-chief (Sabandar), who is here also the represen-



CAMPONG ON THE WEST-COAST OF CELEBES.

sailing proas, leave us. The Dutch Trico-the campongs, and the vessels.

here before the port dom of Sidenreng, derate states which Bongay stand in with the Dutch are independent of surround the ship boats, or climb up to deck, convey to a sion that they are

tative of the Packet Company, is paddled to the steamer, and comes on board with his son and followers. He is distinguished by his particularly high, stiff, lilac turban.

The people of Paré-Paré come very seldom in contact with Europeans, and are consequently still extraordinarily shy and timid. The officers of the Packet Company are, however, kindly received by them, and one of them has even been allowed to take photographs of the Queen and her Court.

That these men are brave sailors, is proved by their sailing proas, which are provided with high schooner rigging. They carry large sails, woven from bark, and which, like all the other tackle, such as ropes, sheets, rings, etc., are chiefly of native manufacture, prepared from bamboo and other products of the forest.

Mandar.

In fine clear weather, there appears behind the hills in front, a chain of high mountains on the horizon, called Latibodjong, belonging to the central highlands of Celebes. Through the white mist, we see its blue peaks rising up. Steaming along, the evening sun imparts to the coast a golden and emerald hue, and over the sea, smooth as a river, the steamer calmly glides in a north-western direction to a projecting point of land in the distance, the West Cape of the Gulf of Mandar. Before we have reached that cape and steered again to the north, night has come on. Next morning we see from the starboard-side, the high land of Mandar and Kajeli, which is a continuous chain of hilly slopes and mountain-ridges, all covered with forests, without traces of habitation or cultivation, at least seen from a distance.

Donggala.

The afternoon brings us again to a bay, larger, deeper, and surrounded by higher hills than those of Paré-Paré, where the deep blue of the smooth water contrasts beautifully with the green of the primeval woods on the steep slopes. This is the Bay of Palos, at the entrance of which, on the western shore, lies the little place Donggala.

If, from the campong Tawoëli, on the opposite bank of the bay, we had the opportunity of climbing the high ridge that surrounds the landscape everywhere, then we should perhaps behold the east-coast of Celebes and the Bay of Tomini. We are here on the narrowest part of this island, resembling a spider in form, and

a few roads, across the mountain-ridges, connect the campongs of Palos with those of Parigi.

The little village of Donggala, capital of the "kingdom of Palos", as it is called in books, lies most picturesquely at the foot of the green chalk rocks along the narrow beach. On the hill, behind the campong, flies the Dutch flag from two European houses, the postmaster's and the agent's of the Royal Packet Company. It is well worth climbing to enjoy the beautiful prospect over the road-stead and the bay. We have then at the same time the opportunity of viewing the campong, the houses of which are characterized by their size and solidity.

The massive buildings are raised high above the ground upon heavy trunks of trees. Many are decorated with beautiful carved work and bright colours. It is indeed a great pity that in the space underneath, large heaps and pools of all kinds of filth spoil the view and pollute the atmosphere. A large mesighit or mosque, shows that the inhabitants are Mahometans; they are almost entirely Boeginese. Beautifully decorated proas are lying near some of the houses.

The hills behind the place consist apparently of coral-chalk. Formerly there was a fort there. Donggala, like Paré-Paré, is not under our direct rule, but an official represents the Government at the Court of the Radja.

Many horses are exported from Kajeli and Parigi *via* Donggala, to Macassar; and fat-tailed sheep to Singapore.

Toli-Toli.

In the evening we are steaming along again, to reach Tontoli or Toli-Toli the following afternoon. To get there, we steer round Cape Dondo, and past the islands Semalan and Kabitan, till we are close to the little island Koenaregan. Here, again, a lovely bay meets our view, wider but not so deep inland as the Bay of Palos; again our eye rests on deep-green, hilly ridges, the foot of which is fringed with a yellow-green circle of waving plumes of cocoanut-trees and a border of silvery-white sea-sand. Once more we observe a series of little topped gables raised on piles above the beach, and slender canoes and proas being paddled along or sailing to our ship.

On the left at the foot of a high and picturesque rock, lies a coaling dépôt for the Dutch men-of-war, that in former times used to cruise about here to prevent piracy and to take soundings. The warship "De Berkel" was even stationed here for some time, and has left behind traces of her stay in the shape of a bowling-alley

called "Berkellust" (Berkel-delight), the archives of which are to be found at the office of the Government official stationed there.

The steamer is obliged to anchor at a considerable distance from the shore, but a trip to land rewards us for our trouble. There we can visit the old and new campong, and, seated in the pleasant shade of the cocoanut-palms, refresh ourselves with the milk of their fruit.

Tontoli is chiefly engaged in making coprah and in fishing. On the reefs in the vicinity, a great deal of tripang is caught, whilst from the woods damar and rotan are obtained. The little place is entirely cut off from the surrounding districts; there are not even footpaths made through the dense woods that cover the high Tomini mountains in the rear. About twenty miles west of Tontoli, on a bay, lies the little place Sikoetoe, or Lampasio, whence a path leads through the bed of a river upwards to other small places on the Bay of Tomini. Here also the northern peninsula of Celebes is particularly narrow.

Tontoli and the surrounding islands were in former years notorious as resorts for pirates. In the year 1822 they were severely punished by the Dutch Navy, so that now piracy is never heard of. The population is not very great; the people are probably descended from Soeloenese pirates, and dwell in the north campong Ngaloë. The Boeginese traders, on the other hand, have settled down in the south-west campong Bahroe. Between the two is the house of the Government official and the school, which looks very neat and where instruction is given by a Macassar headmaster and assistant, to many Boeginese and Alfoer children. From here the steamer either goes direct to Kwandang or touches first at Bwool.

Bwool.

Here the boat casts anchor in the Bay of Palehleh, before the little place of that name.

Twenty years ago, the actual campong was destroyed by the Dutch Navy, for piracy and has not since been rebuilt; only a few small poverty-stricken houses remain. The commander of the steamer prefers to cast anchor at a better place behind the



ENTRANCE OF A GOLD-MINE IN NORTH-CELEBES.

island of Palehleh. Close by, the Radja of Bwool has granted concession for the opening of gold-mines. The precious metal seems to be found here in great quantities, judging by the rich ore which is shown. The native grandees, as a rule, have their gold washed from the river-sand by their slaves, but there are also gold-mines dug by natives. But if water gets into the mine they have no other means of removing it than scooping it out, which seldom proves to be of any avail, so that they are obliged to leave the mine and dig another.

Kwandang.

The Bay of Kwandang is quite as beautiful and picturesque as all the other creeks of the mountainous coast of Celebes we visited, but it also looks quite as abandoned, and as densely covered with vegetation; scarcely a house or sign of cultivation is to be seen anywhere in the midst of the primeval wood. Only a few canoes and proas appear from behind the bowers on the banks, in answer to the firing of the gun and the steam whistle of our boat. A sloop brings the letters from Gorontalo on board, and takes those for that place. From Kwandang, a road thirty miles long leads to it, and can be reached in about seven hours. The boat anchors between the shore and the little island of Pajoenga, where the firm of BAUERMANN has established a place of business. The other little islands are inhabited by a few Chinese and Arabians.

The campong proper is called Moloö, and lies farther inland. It is not visible from the sea, as it is hidden by a wood of rhizophorae and nipas, growing on the beach.

No Government official resides there, but the Government is represented by a native chief, who bears the title of Marsaole. If, however, we visit the campong, then the neatness of the roads and houses proves that Kwandang is not a self-governed country, but under Dutch Government. Even where no European official lives, this Government exercises a beneficial influence upon people and dwellings.

Next to the campong lie what are supposed to be the ruins of an old stone fort, that in the latter part of the last century was besieged for three months by Boeginese pirates, and delivered by a fleet of thirty corra-coras, in command of a supercargo of the Dutch East Indian Company, who had escaped in time from Kwandang and came to the rescue from Ternate.

THE MINAHASA.

Amoerang.

Having steamed slowly along during the night, we reach at dawn the bay of Amoerang, the best harbour of the Minahasa. This country, which forms the north-east cape of Celebes, is to the traveller, no doubt, the most remarkable part, whilst to the Netherlands it is the most important. It is in every respect well worthy of a long visit, but it is a pity that, on account of the small amount of business done on this coast, the steamers of the Packet Company can only stop there for a couple of days.

With a good will and energy, it is, however, possible to visit the most important part of the inner country, the glorious lake of Tondano, within that time. For that purpose we go ashore at Amoerang, hire a horse to take us as far as Langsot, and there another on to Kakas, or Tondano, where we stay the night to descend next morning *via* Tomohon to Menado.

They who can get the opportunity of remaining for a longer time in these beautiful parts, will certainly not forget it.

Having gone to bed with the vision of the green notched mountain ridges of the north-west coast of Celebes before our mind's eye, we look, indeed, surprised when next morning we behold an entirely different panorama.

Above a foreground of ridges sloping down to the shore, and peninsulas projecting out into the sea, the fine outlines of volcanic cones rise high and proud, as clearly and delicately delineated as if they were cut out of the bright canopy of heaven.

"Just like Java," is the first exclamation that rises involuntarily to our lips. If we are awake early enough to enjoy the view along the coast in an easterly direction, then we can see the peak that forms the island of Menado-toewa rise from the sea; but soon afterwards, the promontories forming the bay close more and more around the ship, and we cast anchor in the Bay of Amoerang.

The volcanoes, we see rising above the hilly foreground, are the gigantic masses of the Lokon on the left (east) side, and that of the Sempo straight before us, whilst to the right (west) side the Lolomboelan is hidden, to a great extent, by the high coast.

Amoerang is a small, unimportant coasting-place, but upon a stranger in these parts, it makes a remarkable and curious impression.

The rowers of the pros that come up, and the natives upon the beach, are, in every respect, different to the people we met since we left Macassar, and who were so much like aborigines. Their clothing is Indo-European, though anything but tasteful. Wide gowns and drawers hang slovenly round their bodies; ill-shaped and crumpled straw or beaver hats cover their closely-cropped hair. Whenever they are spoken to, they cast down their eyes in an awkward and bashful manner, although they look at visitors in a friendly and familiar way, and salute them as Europeans do one another. The native chiefs especially, impress us very differently to what the Javanese do. For instance, they are dressed quite like Europeans, and speak politely, but consider themselves on a footing of equality with Europeans. Most of them speak and understand Dutch. The physiognomy of these people also differs strongly from the Javanese, Madoerese, Macassars, and Boeginese, we have hitherto seen; it bears an unmistakable resemblance to that of the Japanese, and also reminds us of the faces of the Indo-European coloured creoles. The women, who, like the ladies amongst the latter, wear chiefly a white kabaja above a highly-coloured sarong, with the regular features of their oval faces, the light colour of their skin, and the blush of their cheeks, resemble rather the half-castes than the pure Indian race.

The appearance of the village is also entirely different to the campongs of Java, Sumatra, and the rest of Celebes. Along straight cross-roads and paths, which are very well kept, there are little square plots, each with a wooden cottage in the midst, built on piles of wood or stones, and often thatched with atap, but which have an unmistakable European appearance in the form of the verandah, doors, and windows. The furniture, such as tables, chairs, lamps, and engravings, is in keeping.

The only truly native sight which catches our eye, is the fishermen getting ready to sail out to their fishing-grounds. They wear no other article of clothing than a small cloth round the loins called "tjidako". Carriers, or men who carry luggage on poles (*pikolan*), are not to be seen along the roads. The only means of conveyance are carts drawn by sappies (bullocks). We do not observe either any "warongs" (native restaurants) inside the houses nor in the streets, no sellers of food or drink, nor anything that tends to enliven the streets of Java. It is very quiet at Amoerang, much too quiet for such a favourably-situated seaport.

Notwithstanding its regular design, the little place looks rather neglected and poverty-stricken. The inhabitants of the Minahasa are at present mostly Evangelical Christians, to which faith they

were converted in this century, by the zeal of German and Dutch missionaries. Formerly they were heathen as are still many of their race living in the interior, and very uncivilized. We cannot do otherwise than admire the good results obtained by the missionaries, though we cannot help feeling sorry that on their conversion they were not made better acquainted with the industry and enterprising spirit and good taste of the Europeans.

Through the kind assistance of the European inhabitants of Amoerang, it is possible, though difficult, to obtain a horse to Langsot (f4.—), where there is a "pesanggrahan". Here we have to apply to the native chief for a horse to Kakas or Tondano (f5.—). Such a native chief is called here "Hoekoem Kadoea."

The beautiful road leads up and down through a mountainous country, lying almost waste. The original woods have evidently been destroyed to a great extent; only on the tops of the mountains, or in the depth of the steep ravines, do we notice really dense woods.

The arèn-palms are numerous everywhere, but sawahs we meet for the first time when we come to the high level round the great lake of Tondano. Here we also see the little water-mills for removing the husk of the rice, which is not done here by hand-poles, as at Java. The prospect from the last mountain-ridges that surround this plain is magnificent, with its fertile green fields all round, the glistening surface of the smooth water in the rear, and the green mountains that encircle the lake, above which, far to the back and in the east, rises the lofty peak of the Klabat.

The plain, which is in some places swampy, evidently in former times formed part of the bottom of the lake, the surface of which has sunk in consequence of the wearing away of its channel by the river Tondano.

The Lake of Tondano.

Whoever happens to reach Kakas only towards evening, and consequently cannot ride on to Tondano, might put up for the night at the excellent "pesanggrahan" on the bank of the lake. If it turns out a fine evening, then the traveller may be sure to enjoy the splendid landscape and the peaceful villages seen around. On the smooth surface of the water, only a few canoes, called blotos, are moving. They are nothing but the trunks of a tree, clumsily hollowed out and made watertight at both ends with clay. In the distance we hear the clang of a church-bell, a very unusual sound in India, which does not fail to awaken in our memory a mournful longing for Europe. A few pedestrians and

labourers returning from their work, infuse a little life into the straight quiet roads. Everything breathes peace and rest. These people may have some reason for complaint, but we should certainly not be far out, if we were to assert that the struggle of life does not weigh heavily upon them, and the nature of the soil gives them greater privileges than many other human beings possess.

At the Mayor's (the highest native functionary), or at the "Hoekoem Kadoea" of Kakas, the traveller may find ready help in obtaining a conveyance or a riding-horse to Tondano. There are but few small carriages in the Minahasa, and hired conveyances are not to be had at all.

The roads in many places are so steep, that only very light carts or heavy bullock waggons can travel on them. The vehicles that are to be had at all in these parts are private property, and made for the owners' use, consequently travellers are entirely at the mercy of the owners.

The willingness of Europeans to help is fortunately great. The good will of the natives is also to be had, but it requires a great deal of kindness, patience, and liberality to obtain it, and is often the cause of great delay to him whose time is limited. Tardiness and indifference to gain, appear to be the chief characteristics of the Minahasans. Whoever wishes to remain a long time in the Minahasa, in order to become well acquainted with this remarkable and beautiful country, would do well to buy a riding-horse, and to take it with him everywhere. When he goes away he can dispose of it with little or no loss.

On the journey back to Menado, we hardly know what to praise most—the lovely ride along the lake, over the new road at the south-east bank of the lake, the visit to Tondano, or the descent from there to Menado.

Glittering in the morning sun, the great sheet of water lies there, protected by green mountain-ridges. Above it, on the opposite side, we see the peaks of the Lokon. When the author of this made the trip-description, in June 1893, he noticed an enormous cloud of smoke rising from this mountain. Before us the Klabat stands like a gigantic watch-tower looking towards the east. The magnificent road winds past the foot of the steep, but not high hilly ridge, that separates the high level of the lake from the beach of the Bay of Tomini. Nowhere in this mountain-wall do we find a gap that would enable us to get a peep at the sea.

Just as on the west side, we also find on the east side of the lake, an extensive plain, which is evidently the dried-up course of its bed. In this plain lies the picturesque and neat little town

of Tondano, where a small hotel affords us the opportunity for a short stay. For one who has more time at his disposal, Tondano is certainly a very good starting-point. From here we can ascend the Lokon, and go to the magnificent waterfalls of Tonsea Lama, formed by the outlet of the river at a little distance below the town. The climate of Tondano is lovely, cool, and healthy, as it lies about 700 metres above the level of the sea.

He, however, who has only two days at his disposal, is compelled to limit himself to a ride to Menado *via* the little place Tomohon, where the descent begins.

If too much time has not been wasted at Tondano in searching for a conveyance, then it is advisable to halt at Tomohon, where we turn to the left, and, in charge of a guide, pay a visit to the active crater of the Lokon (at two miles distance).

The road to Menado is steep, and has numerous zigzag windings, each one of which affords the most beautiful views of the surrounding mountain slopes, densely covered with wood. The loveliest point is at a corner where the Bay of Menado is suddenly seen far below encircled by most beautiful verdure; in the background, the steamers are seen lying at anchor, and looking like mere toys, floating upon the smooth and azure surface of the water.

Towards evening we reach Menado. When we have installed ourselves in the hotel, and partaken of refreshments, there is still time enough for a walk to the mouth of the harbour, where a lovely sunset at sea rejoices the weary traveller, and gives him fresh courage.

Menado.

The capital of the province of that name is a neat and picturesque-looking little place, situated on a beautiful bay, and surrounded by high green mountains. The roadstead is, however, dangerous in the west-monsoon, and it is always very difficult to anchor



STEAMER OF THE PACKET COMPANY IN THE ROAD OF MENADO.

there, on account of the shore suddenly increasing in depth. This necessitates the vessels anchoring close to the reef in front of it.

As a harbour, therefore, Menado will never become important.

The boat arrives at Menado generally towards evening, after less than five hours steaming from Amoerang. The view at that time is generally clear, and we see the whole circle of promontories, with the tops rising out of them, lying before us. Klabat and Doewa Soedara stand, as in almost every view panorama of the Minahasa, in the background, here to the left, whilst right before us smokes the Lokon.

Landing is somewhat facilitated by a jetty built far out into the sea, yet it is sometimes impossible for steam-launches to moor there. The agency of the Company is close to the jetty. The parts inhabited by Europeans lie somewhat farther inland; they are completely shut out from the sea by cocoanut and other fruit-tree gardens.

Menado is built on both sides of the river Tondano, and divided into districts, each inhabited by a different race of men.

In the European part, we first pass along an old-fashioned stone fort, called Amsterdam, and then along a broad road with buildings on both sides, on which all public and principal buildings, such as the post-office, the Government offices, the hotel, and the Resident's house, are situated. Somewhat apart lie the church and club.

Since 1893 there has been an Ethnographical Museum at Menado, which the traveller, even if he only pays a flying visit, will not neglect to go and see.

From Menado to Gorontalo.

The farther we get from the coast, the more impressive becomes the view. On steaming through the strait that separates the little isles Boenaken and Siladeng from the coast, this lovely panorama disappears from view.

If the day remains bright, on passing through the Strait of Bangka, with the islands Teliseh and Bangka, on the port side, we also get our share of the beauties of nature. We then see the volcanic peaks Soedara-Doewa and Batoe-Angoes, with the great Klabat in the background. Next we catch sight of the small island of Lembeh, and steam into the colossal bay of Tomini or Gorontalo.

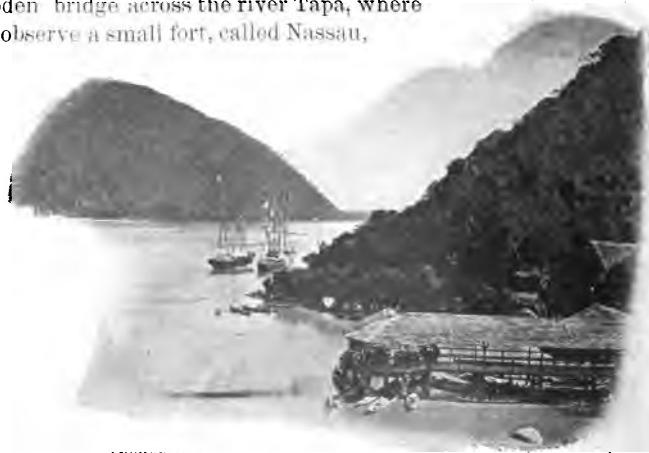
Gorontalo.

Next morning, at the break of day, we hasten on deck, so as not to miss the sight of the entrance into the river Gorontalo

This river rushes through a gap in the high coast mountains, and its narrow, funnel-shaped mouth forms the harbour. We can see the precipitous mountain-ribs, all of which resemble one another, rise side by side out of the sea. In a westerly direction the appearance of the regular promontories is particularly remarkable. As far as grandeur of scenery is concerned, the approach to Gorontalo exceeds in beauty everything we have hitherto seen.

The mouth of the river is deep, and the current so strong that anchorage is very difficult. The place to anchor at is on the left (east) bank, at a little distance from the pier, where the boat, however, cannot moor. At night a small lighthouse shows the road to this harbour. This lighthouse and the one at Macassar are the only coast lights the Government have on the island of Celebes. There is, however, a scheme on foot to build a pier with a landingstage on the right bank, near the Pabean bank. To reach the footpath to Gorontalo, it is necessary to land at the pier, to walk along a narrow path through the fishing village Liato, and to climb the mountain-side. It is easier, however, to be ferried across, by means of a proa (here called a bloto), to the right bank (pabean), where the commercial firm called „Handelsvereeniging Gorontalo” is situated.

If, however, we have acquainted the agent of the Packet Company beforehand of our arrival by post, from Kwandang, he will, no doubt, be kind enough to have a conveyance waiting for us at the Pabean, that will take us in a few minutes along a good road to the little town. En route we pass over a wooden bridge across the river Tapa, where we observe a small fort, called Nassau,



ANCHOR-PLACE AT GORONTALO.

which commands this passage, and lies on the peninsula, that is formed by the conjunction of the Tapa with the Boneh. To our surprise we notice that the high mountain-walls that border the mouth of the river, recede right and left, so that the narrow crevice of the valley changes into an expansive plain, the outlines of which we cannot see properly from Gorontalo. The high coast mountains, therefore appear here to form only a single chain, which at its lowest and narrowest point is divided by the river.

The impression we get of the little place is very favourable indeed. It is built round a large aloen-aloen, which makes it roomy and healthy. The houses are neat, the roads well kept and lighted. The agent of the Packet Company has fitted up his house as a hotel, which certainly may boast of being the nicest, most comfortable, and most European in the whole of Celebes and the Moluccas.

As a port, Gorontalo is important, in consequence of its forming the central point of the export-trade of the whole of the Tomini-bay. In the harbour and on shore, we observe a good deal of activity and traffic, although it is chiefly carried on by small boats. Yet the people are supposed to be much poorer than at the Minahasa. Their principal food is maize, not rice; the latter is a delicacy with them.

The population of Gorontalo consists almost solely of Alfoers; their chiefs bear the Ternatean title of Marsaole.

Gorontalo belonged formerly to the Sultan of Ternate. The Bangay Archipelago and the part of the coast of Celebes lying close by, still pay taxes to that prince, and are governed by chiefs appointed by him. The men of Gorontalo are not handsome, nor of very strong build. The women, on the other hand, are very good-looking, and of lighter colour than the men.

The climate is healthy, and the soil fertile. Coffee and cocoa grow luxuriantly, but through the scarcity of people, are little cultivated. The import and the export of Gorontalo have considerably increased since these parts came under the direct rule of the Dutch Government, which did away with the former rights of the chiefs to tax the people, which they used to do only too heavily. In 1882, the export amounted to about 300,000 guilders, whilst in 1886, a year after the new system of government had been established, it was not less than four millions. Besides a European commercial firm formed by BAUERMANN and PARMENTIER, and now called „Handelsvereeniging Gorontalo”, numerous Chinese and Arabians have settled here, who trade especially with places in the Bay of Tomini, where they buy rotan, damar, and wax. The damar and gum-copal of Gorontalo, are considered to be of the best kinds.

The Lake of Limboto.

Time and weather permitting, we should not neglect to take a trip to the Lake of Limboto. The agent of the Packet Company is ready to give information about it, and to look after the hiring of horses and blotos. A good plan for this journey is to ride on horseback to Limboto, there to embark on board a "bloto kambang," and to sail across the Lake of Limboto, back to the Gorontalo river. A bloto kambang means two blotos coupled together by a bamboo raft, on which chairs are placed. In this way there is no need of working against the strong current of the Tapa-river, whilst we have at the same time the opportunity of visiting the warm springs of Ajer Panas.

The ride to Limboto does not furnish much worth looking at, but the road is pretty and well-made, and is bordered by gardens and fallow land.

To the right of us, we notice the hills and mountains which border the large plain in the north, and to the left, we get occasionally a peep at the lake and mountain-ridges, which separate it from the sea in the south.

The warm springs of Ajer Panas lie about half-way, a short distance to the left (south) of the road; a brooklet of cold water runs across numerous spots, where boiling hot water rises to the surface, so that the two combined make the temperature of the water 84° C.

Thick white mists, especially in the morning and evening, when the weather is cool and damp, indicate from afar, the meeting of the hot and cold waters. The water is as clear as crystal, though in some places it leaves an ochre-coloured slimy sediment behind, and covers the surface of its bed with a calcareous crust. It is saltish and without smell.

At Limboto, the capital of the territory of that name, which stretches as far as Kwandang, on the north-coast, where we have already been, nothing of importance is to be seen, unless we reckon as such an old cannon and a few other war paraphernalia of the Kapala Soldadoe (a Ternatean-Portuguese title of the former commander of the army). We must go on board as soon as possible, in order to enjoy as much as we can of the charming sail on the lake. From the place of embarkation not much of the actual lake can be seen; we find ourselves in the midst of a maze of shallow ditches, pools, and swampy pieces of ground thickly overgrown.

Between the peculiar marshy vegetation, the bloto-boatmen seek, by paddling and poling, to find a passage through the labyrinth

of small channels, winding between the plots of densely accumulated plants, which, partly rooted in the bottom and partly afloat on the surface of the water, form flat or high floating islands, on which it would be impossible to walk or stand. The farther we get from the main shore, the smaller do these floating islands become, higher and wider apart. The fishermen have placed long stakes in the middle of them to prevent them being carried away by the wind. Almost everyone of these islands harbours a fishing-stake.

Everywhere in the middle of this dense labyrinth of vegetation, we observe a varied assortment of nets and apparatus for catching fish. Soon afterwards we reach larger open spaces of water, and notice entire floating gardens of the most magnificent water-plants and lotos-flowers. The huge shield-like floating leaves curl up at every gust of wind and glisten like silver. The numerous water-fowl with which the place swarms, give to this peaceful and highly fantastic scene of nature a peculiar charm and liveliness. They are to be seen everywhere seated, swimming, or flying. Here a glistening white heron sits motionless and stately upon the top of the stake of a floating island. Yonder, again, numerous little black water-hens, with red beaks, are swimming, walking or diving; swarms of little grey-speckled ducks float on the surface of the rippling open water, between the waving reed-plots; sea-swallows skim over the surface, whilst white-headed ospreys hover over it in graceful curves, or sit down in a musing attitude upon the tops of the stakes. The Government naturalist, Von ROSENBERG, in his "Reistochten in de afdeeling Gorontalo, 1865" ("Journeys through Gorontalo"), mentions no less than twelve species of herons, among them one with a tricoloured beak, which peculiar hue has been noticed by everyone who has travelled in these parts. Another characteristic of this wonderful country is that, besides the little water-hens, plovers, eel-cormorants, and other waterfowl are found here.

If the sun be obscured by clouds, and a cool damp wind is blowing over the great sheet of water with its fringed floating isles, we could really imagine ourselves to be transported into the marshy parts of Lincolnshire.

Between the floating isles we sometimes find a small piece of firm ground, but so low that it is scarcely above the water. We often see a fisherman's cottage built on high piles, standing on such a piece of ground; in some parts even whole villages have been built in that way. These dwellings give us some idea as to how the villages of the heathen Minahasers, in the lake of Tondano,

used to look before the missionaries persuaded them to settle on terra firma, and to cease their continual and mutual warfare.

Even when we reach the open water, the channel is not quite free, as all around we discern the stakes of the seros (fixed fishing-nets). The bloto-helmsman endeavours, in a south-western direction, to find his way through this labyrinth of nets, but their number towards the outlet of the channel, becomes so great, that to an inexperienced eye it would seem impossible to steer through. If we consider that most of the waterfowl feed on fish, as do the numerous crocodiles that live in the lake, and that not only with seros and boeboes, but also with rods, a great amount of fish is caught, then we can, to a certain extent, understand how this marsh abounds with fish. *Rosenberg* mentions eleven different kinds, besides fresh-water shrimps, crabs, and snails.

Before leaving the lake, it is well worth while to land for a short time at a campong on the precipitous south bank, and thence to climb the mountain-side for a short distance, in order to get a view of the whole of the basin-shaped low level—the lowest part of which is only slightly submerged. We can then, at the same time, convince ourselves that this side of the mountain (at least, near its foot) consists of chalky marl, containing a great many fossilized mollusks. On the summits of two hills, we discover the remains of a couple of ancient stone fortresses. There is also near the campong, on the south bank, a sacred grave, that, however, has nothing remarkable about it.

Very interesting is the passage through the outlet of the channel, which gets gradually narrower, and connects the lake with the Tapa-river. An uninterrupted succession of fishermen's dwellings, orchards, and gardens, gives to the banks a pleasant and animated appearance. What impresses a stranger most, are the large sago-palms, thickly covered with thorns, standing in groups half in the water, or with their half-bent trunk buried in the mud.

Everywhere we see blotos (sampans), some in course of construction, others already destroyed by use and time. The channel is at every bend turned into a narrow gully by peculiar fishing-stakes.

Having reached the broad Tapa, where the current is very strong at times, the view from the river becomes more expansive and impressive, as at every turn magnificent new landscapes show themselves before our eyes. The banks are, however, everywhere taken up by dèses and gardens; primeval woods we find nowhere.

Near Gorontalo we pass along densely-populated Chinese and native parts, and towards night, we are able to go on board our steamer again.

Next morning the steamer leaves the Kwala Gorontalo again, steering for Ternate. In clear bright weather, we discern from the starboard-side, the south-coast of the Tomini-bay, viz. a couple of high mountain-tops in the central peninsula of Celebes (Bangai). Seen from the port side of the ship, the landscape of the coast is the same as it was two days before, perhaps somewhat clearer, on account of the early morning hour. At Cape Flesko we leave the coast of Celebes to the north-east on the left, and steer for Waigoe (Majoe) and Tifore, which we do not pass till night.

THE MOLUCCAS.

Ternate.

At dawn next morning, we see before us the peaks of the Ternate-islands marked out against the sky. We now approach one of the most remarkable chains of volcanoes, rising from the sea, of all those we have hitherto met in the whole of the Archipelago. Like gigantic chimneys built over smelting ovens in the bottom of the sea, no less than ten volcanic peaks stand there in a straight line.

They all resemble each other in steepness and gracefully sloping outlines, and yet varying in circumference, height, vegetation, and degree of decay. This chain of island- and coast-volcanoes, offers us types of every period in the history of these self-constructing and demolishing cones of ash- and lava-strata.

Straight before us, we have in the first place the Ternate—the perfectly intact mountain-cone, smoke still coming out at its top, from a crater-bottom closed in on all sides, its flanks slightly grooved with ravines formed by the rain, and shooting down everywhere regularly, beneath the surface of the sea, so that no creeks or bays could form. This huge vulcano has smaller satellites on either side of it—on the north-side Hieri, and on the south Meitari, or Noorwegen (Norway). The latter gives us the impression of owing its existence to a single or to a few quickly following eruptions, so regularly and smoothly does its cone descend on all sides into the sea.

It lies in the middle of the strait that separates the larger islands Ternate and Tidore. On its top there is a signal-station.

Tidore has a much sharper and more delicately-pointed peak than Ternato. It rises above rounded ridges of a mountain-mass, which though descending regularly into the sea has a much more complicated outline, and, like a long peninsula, stretches to the north-east. Probably we have here before us a new cone, that has raised itself upon the remains of a partly-destroyed crater-wall, the open basin of which now forms a bay.

To the south of Tidore rise Mareh, Motir and Makjan. The first is a group of steep, but low irregular mountain-ridges, evidently the foundation of an entirely rent and collapsed cone. It is also called Pottebakker's island.

Motir has two tops with perfectly intact sides, and is consequently a volcano, on the edge of the bottom-crater of which a new cone has arisen, without entirely destroying the former, so that its new cone joins the slopes of the untouched part (Somma and Vesuvius). Makjan has smooth sides, though a blunt and strongly jagged crown. Besides this, we observe in the side facing us, a deep curve that nearly reaches the sea. This is a sign that the crater-wall has been rent, and the top fallen in by an eruption, so that the cloven upper-edge of the lower-lying slopes forms now the top, from which the ridges stick up, between the ravines, like so many teeth, as at Goenoeng Ringgit, in Besoeki. The last great eruption of this mountain took place in 1861, but the one that split the one asunder, in 1646.

To the left (north) of Ternate (with Hieri) we notice some more large volcanoes, which, though lying in a line with those on the south-side, form no separate islands, because they rise on the west-coast of the great island Halmahera, or, as it is also called, "Djilolo." This part of Halmahera is, however, clearly distinguished from the more southern part that we discern vising here and there between the islands in front of us, and which shows a connected highland, with here and there higher rising mountain-tops.

These mountain-ranges we see also extending into the northern part, behind the isolated cones of the flat west-coast. The whole of the volcanic region of North-Halmahera projects in a westerly direction, as a part of the volcanic range lying on a higher basis which rises from the sea, in front of the high back-bone of Halmahera, and parallel with it. The tops that are visible upon Halmahera, north from where we are standing, are the Goenoeng Damar, the Goenoeng Doewa Soedara (a twin top), and the Kawakan.

The entrance into the strait between Ternate and Tidore again affords us one of those splendid morning-enjoyments, in which

the cruise through the Moluccas is so rich. It is as though every night, on this journey, a good fairy called up from the sea the loveliest islands, in order to surprise and charm the enraptured traveller in the morning.

The little place Ternate lies on the south-side of the mountain, and close to the sea. Of its former greatness scarcely anything remains. The house of the Resident, the club, the school, the fort, and lastly the "Kedaton" of the Sultan— one and all excel in simplicity, the latter also in its decay and neglect. Dadap-trees ("galala," Latin, *Erythrina picta*) of various colours give to the



TERNATE.

road along the shore, a particularly gay appearance. Here is a kind of hotel, but we do better to remain on board for the night. The fort was built in 1607, by CORNELIS MATELIEF DE JONGE, and was then called Malajoe. Two years later, this name was changed by FRANS WITTERT into Oranje.

In 1796 this fort made, under the valiant Governor J. C. BUDDACH, a formidable resistance against the English, but in 1799 it was treacherously surrendered by two officials, after they had first gagged the Governor CRAUSSEN.

Neither the roadstead, nor the little town itself show any sign of much commercial intercourse. There is, however, a slight prospect of Ternate rising from its present position of decline, and returning to its former flourishing state.

Trade with New-Guinea, or as it is usually called in the Moluccas, the Papoe, has now been greatly extended, on account of a regular steamboat-service having been opened with that island. A steamer of the Royal Packet Company sails every twelve weeks from Ternate.

Many merchants, who formerly only sent their sportsmen to New-Guinea to shoot birds, have now established agencies there, particularly for the buying of wild nutmegs and damar.

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of Ternate being very idle and indifferent, the plantations have to be worked by coolies from the Talaut-islands.

The population of Ternate is a mixture of races, who live to a great extent apart. North of the European part, we first find the pasar, and then the Chinese camp. Next follows Fort Oranje, and then comes the Macassar camp, where also Arabians and other Eastern tribes live.

Here terminates the real territory of the Government, which is called Malajoe. If we penetrate farther, we enter upon the territory of the Sultan, which is Ternate proper. The number of coloured people at Ternate is considerable, and they descend from the Portuguese, as well as from the Dutch. They bear the name of "Mardykers," or "Orang-Serani," because they are Christians.

The Malay population of Ternate is a Malay race who immigrated



and supplanted the natives, or intermarried with them. Hence perhaps the reason why the Malay language at Ternate, differs so much from that which is spoken on the Great Soenda-islands.

At Ternate it is sometimes possible to see types of the Alfoer population from Halmahera, Ceram, and other islands, and of the Papoes from New Guinea, particularly arrives from when a proa those parts.

Walking the three streets place, all run with the are connect numerous cross-notice many ruins, caused mostly by destructive earthquakes by which Ternate has been visited. In 1840 and in 1855, these violent earthquakes inclined the Government to remove its seat to Halmahera, but this has not yet been effectuated.

Excursions on Ternate.

(1). The Ascent of the Peak. — For this purpose guides are required, who can be engaged through the agent of the Packet Company. It is rather a difficult undertaking, particularly as regards the last part of it, where the precipitous cone is no longer covered with vegetation, and the sulphurous exhalations oppress the breath. The mountain is celebrated for its orchid-flora. In fine clear weather, the prospect across the sea and the islands is indescribably beautiful.

(2). A ride or a walk to the Laguna and Castello. — As the inhabitants of Ternate are kind and hospitable, it is generally possible to obtain a horse from some one, but in case we should, for some reason, not succeed in this, then an excursion on foot will afford us also great pleasure, as the road is well sheltered and the distance not great.

The road leads at first in a southern, then in a south-western direction, at some distance from the shore, and parallel with it, through partly abandoned gardens, and past swampy wildernesses of mangroves (*rhizophorae*) and sago-palms. Many old gate-posts indicate the places where formerly the well-to-do people of Ternate



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had their country-seats. Here and there, we find nutmeg- and cocoa-trees in course of cultivation. We also pass two old stone forts.

Fort Kajoemerah, which is situated on the left side of the road, is still in a pretty good state of preservation, and is used as a petroleum-warehouse; the other, Gamoelama, is only a desolate heap of stones, and is remarkable for the fantastic manner in which the forest-trees have nestled in it with their roots. Before we get to the Laguna, we have a lovely view across the strait between Ternate and Tidore, whilst on the right of us we notice a dark-blue lake glistening through the green verdure. The Laguna is a mountain-gap filled with water at the foot of the volcano, surrounded by steep, high walls, except at the side which faces the sea, where only a low and narrow dam separates the lake from the sea. In riding farther over this dam, we get to the remains of a former fortress, the name of which, "Castello," betrays its Portuguese origin, where only a few lepra-stricken sufferers end their days in isolation. From this point, the prospect over the sea and islands is the most beautiful.

(3) Excursion to the Fort of Terloko, the "Verbrande Hoek," and the Lake of Soela-Takomi. (According to the description by VAN DER CRAB and BLEEKER.)

"The little fort of Terloko lies to the north of the town, at about an hour's distance on the coast, and upon a rock projecting into the sea, which rock is the terminus of an old lava-stream. We can reach it by land or sea; the latter is the most agreeable way, on account of the glorious views of the coast, and across the roadstead, with Halmahera receding into the deep bay of Dodinga, to our right. The little fort of Terloko is built in the shape of the Hindoo linga. It is celebrated for the gallant defence against an attack of conspirators in 1670, by the brave Corporal JAN MAURITS, who kept the enemy at bay long enough to afford the garrison at Fort Oranje time to prepare themselves against the attack of the enemy, who was then successfully repulsed. The gallant corporal paid for his bravery with his life.

"When we have passed Fort Terloko, we see the north-side of the mountain and notice that it has three tops: the Arfat, the Madina, and the Kekan. The Arfat lies between the two others and is the highest, though it cannot be seen from the capital, because it is hidden by the east top. The latter, seen from the north, appears sharper than it looks from the roadstead. The crater close to the Arfat is plainly visible from the north-coast. The eruptions from the mountain have caused great destruction to the northern half of the island. Numerous streams of lava have run here from the crater into the sea. Most of them are at present

covered with luxuriant vegetation, and we can only discern their nature by the bare spots on the beach, where, with steep declivities that have been stripped by the continual beating of the waves, they descend into the sea. The form of the lava-streams is still partly distinguished by the worm-like shape of the ribs left behind upon the mountain-slopes. Most of these lava-ribs have existed certainly since prehistoric times: witness the little fort of Terloko, which dates from the earliest time of the Portuguese settlement. Neither do there exist any traditions respecting the broad lava-streams upon the north-western slopes of the mountain.

"This cannot be said, however, about a more recent lava-stream which has run into the sea on the north-side of the island, at a point of the coast which has been called after it "Batoe Angoes" or the Verbrande Hoek (Burnt Cape). It is supposed that this lava-stream was caused by the eruption of 1763. The century that has elapsed since this eruption, does seem to have sufficed to disintegrate this mass to such an extent that vegetation could grow upon it. We can still trace this lava-stream by its broad black stripe, which descends from about half-way up the mountain close to the crater till the beach. In places where damp and rain have influenced the disintegration of this lava, it is covered, though very scantily, with vegetation. Where the lava-stream reaches the coast, its appearance is impressive. At the beach, the mass is almost vertically broken off and forms a black wall of about 30 feet high and 400 feet wide, consisting at the base, mostly of massive block-lava or crystalline matter and on the top of a scoriaceous trachyte-lava. The surface of the lava-mass is very uneven, and shows numerous irregular, sharply-pointed pieces, which rise some feet above the lava-plain. It seems as though the lava during the eruption consisted partly of huge blocks and partly of liquid matter. The blocks that were carried along with the liquid mass can yet be seen protruding in several places above the coagulated mass.

"Soon afterwards we obtain sight of Hirit, a volcanic peak, the foot of which is submerged in the sea, and is separated from Ternate by a narrow strait. It is about 600 metres high, covered entirely with vegetation and uninhabited. An hour's distance farther up on the north-west-coast of Ternate, lies Soelo-Takomi. In the first time of the East Indian Company, this place which is now only interesting from a scientific point of view, was considered important enough to build a fort there and keep a garrison of a hundred men. At that time the place had about a thousand inhabitants, and even in the latter half of the eighteenth century it was still well populated.

"But there is nothing of the kind now. The garrison was withdrawn more than 100 years ago, the fort destroyed and the last inhabitants were swallowed up by an earthquake. At present two small lakes are pointed out, which, like the campong in former times, are called Soelo-Takomi. The one (Soelo-Takomi-di-bawa) lies at a distance of only a hundred steps from the beach, slightly raised above the level of the sea. It is little more than an extensive pool, covered with seaweed and lotus-plants, and surrounded by wild vegetation consisting chiefly of screw-pines. The higher lying Soelo-Takomi-di atas, is about half a mile distant from the beach, and occupies the middle of a rather high, flat-topped hill, covered only by grass and shrubs. Here stood formerly the campong Soeloe-Takomi. A small round lake of scarcely half a mile in circumference indicates the place where it was swallowed up. It has entirely the character of a crater-lake. Its banks rise almost perpendicularly more than thirty metres above its level, and it would be dangerous to set foot upon its brink.

"Volcanic scoriae on the slopes of the hill, coagulated on the surface, point to the degree of heat that must have prevailed here during the formation of its craters. After this formation, which is supposed to have taken place in 1763 or 1771, no more volcanic phenomena seem to have been observed; at least, the Ternatians have no traditions or any recollections of it." (BLEEKER, 1856).

Tidore.

If it be possible to obtain a passage in a vessel to Tidore, then a visit to that island from Ternate is highly to be recommended. With the steam-launch of the mail-boat, the journey takes only about an hour and a half. The sea-trip there and back is the pleasantest part of the excursion. The view of the two islands, and of the receding coast of Halmahera, rising as it does round the light-blue sea, is indeed magnificent. The precipitous coast of this volcanic island, covered with green vegetation, presents, on approaching Tidore, no less beautiful scenes of nature.

Though not entirely without interest, yet a visit to the "Kota" with the "dalem" of the Sultan, is apt to disappoint visitors, especially when they remember the fallen greatness of this the second of the spice-islands at the time of the establishment of the Dutch East Indian Company. Nevertheless, Tidore makes a less sad impression than Ternate; it does not look quite so decayed and neglected.

In the straight streets, enclosed on both sides by white walls,

in which there are gates with peculiar triangular, little gabled roofs, traces of Portuguese architecture can be discerned.

The houses of native princes remind us, by their large green windows and numerous small panes of glass, of the old Dutch style. If, by the intercession of the Resident of Ternate, we have an opportunity of paying a visit to the Heir-apparent, we may be sure of a very kind reception, and probably of being treated to a performance of the old-fashioned war-dance, "The Tjakalele".

Batjan.

We leave Ternate towards evening, bound for Batjan. Once more we enjoy the beautiful prospect of the great volcanic chain, this time glowing in the beams of the western sunset. The first thing that meets our eyes next morning, is the high crown of Batjan's lofty mountain, the Laboean, or Sibela. During the night, the boat steams past the Goearitji-Islands, which form two rows. The eastern one lies exactly in the direction of the volcanic line of Ternate, and of the largest island of this row, Kajoa; it is said that stones of an eruptive nature are found there. The island is very low, and thickly surrounded by coral-reefs. The western row of islands lies in a line with the low-lying islands Kasiroeta (Tawali) and Mandiole, in front of Batjan. Between these and Batjan, runs a narrow arm of the sea, which is called the Herberg-Strait, and which affords the loveliest scenes of nature to the traveller. The steamer is, however, obliged to take the outer road and steers south of Mandiole into the Bay of Batjan. Seen from the sea, the whole of the island appears to be covered right up to the top of the peak, with virgin forest. Only at some points of the coast do we perceive traces of cultivation. In reality, Batjan is still almost entirely wild, which is principally to be attributed to the extremely scanty population. Of the aborigines, none now remain.

The present inhabitants are to be divided into Batjanese, Malays, half-castes of Portuguese origin, but of Protestant faith (Orang Serani), Galelarese, who come from Djilolo (the north peninsula of Halmahera), and Tomorese, from Tomore, on the east peninsula of Celebes. The mountains of Batjan strike us as resembling volcanoes, and this is very probable, as stones of an eruptive nature and sulphur springs are found on the island, and as, moreover, it lies exactly in the Ternate row of volcanoes.

It must, in fact, be considered as two islands, a north and a south one, Ombatjan and Laboeka, which are connected by a narrow and low neck of land.

Batjan abounds with game, such as deer, wild boars, birds, among them a kind of bird-of-paradise, and beautiful insects. It is the most easterly point of the earth where monkeys are found, namely, the black baboon of Celebes (*Cynopithecus nigrescens*). It remains, however, uncertain whether this was not imported from Celebes, and ran wild on Batjan, as it is a favourite domestic animal.

Batjan produces coal, the digging of which, however, has ceased, on account of the inferior quality; also gold and copper. The most important product of the island is the damar (gum-copal), which is manufactured by the inhabitants into damar-candles. The Batjan Company for several years already, is trying to establish plantations here, worked by coolies from Java.

The little place of Batjan lies in the hollow of the beautiful bay, protected on all sides by steep mountain-slopes, and is the residence of the controller and the family of the Sultan. Farther on, a little church is found, and a small fort called "Barneveld", which was conquered by the Dutch from the Portuguese in the year 1609.

If we have time and opportunity, a visit to the plantations of the Batjan Company would be found a nice little trip.

Boeroe.

The same day it arrives at Batjan, the steamer starts again for Boeroe, which is reached next morning. During the intervening night, we have sailed past the uninhabited Oebi-islands.

Boeroe is a large island inhabited by a well-disposed Alfoer population, who, however, seldom come into contact with Europeans, and are still heathen. Along the coasts dwell Mahometan Malays. The island is mountainous, but, seen from the sea, the highest peak is often invisible. In the centre is a large lake called "Wakaholo". The coast-regions are mostly swampy. Boeroe specially, is known as the principal place where the kajoepoetih-trees (*Melaleuca Cajuputi*) grow, which trees supply the oil of that name. The fauna is important on account of the wart-hogs (babirroesa) and the extraordinary number of serpents that are to be found.

The little place at which the steamer anchors, is called Kajeli, and is situated on the large, spacious bay of that name. The view of the country is beautiful, though less so than the coast of Batjan. A peculiarly-shaped precipitous twin-peak (called by the sailors, the mother and her child), is the only thing that particularly strikes the eye.

Kajeli is inhabited by Christians and Mahometans, and has no

less than eight mesights, as every small village-chief has his own sanctuary. The reason of this is, that the Dutch Government has compelled the chiefs of the Alfoer districts, into which the island is divided, to settle in Kajeli.

The campong is very muddy and unhealthy." Near the landing-place is a small deserted stone fort, at the spot where formerly stood Fort Oostburg. The Government is represented on Boeroe of by a postmaster. In consequence of the swampy nature of the soil, it is impossible to take a walk in the environs. A great many neatly-packed boxes of gaba-gaba (the stalks of the sago-palm) that are carried on board, indicate by their strong odour, that they contain kajoepoethi-oil.

AMBON.

The morning after leaving Boeroe, we enter the remarkable and beautiful bay of Amboin. On either side of the bay, we observe a high and precipitous tongue of land, rising from the clear crystallike water.

The one on the west side, projects farther south than the other. They rise gradually until they reach the two high ridges that connect the island, and that at the end of the bay, appear to merge into one mountain-range. Amboin consists in reality of two oblong-shaped peninsulas that rise parallel from the sea, and are connected only by a narrow low-lying neck of land.

The larger and higher north-west peninsula is called Hitoe; the south-east one, Leitimor. In outward appearance they are very similar. On the larboard, as well as on the starboard side, we notice softly-rounded hilly ridges, whose tops, only thinly covered with vegetation, give to the whole landscape a less tropical appearance than is presented by the dense primeval forests of Batjan. Notwithstanding the less striking contours of the mountains and the comparatively poor vegetation, the view we enjoy from on board, is rich in beautiful scenery, especially when we have penetrated far enough into the broad bay to catch a glimpse of the chief town of Amboina.

Though the harbour is not much frequented, especially by large vessels, yet the little proas and fishing-smacks, give it a lively appearance. The first thing that strikes us is the pier of the Packet Company, that projects in front of a round peninsula, on

which a few offices and warehouses are situated, and that is connected with the shore by means of a dam. Behind it we observe the town with its white painted houses, and the long stone walls of the fort, which show on the front facing the sea, a second landing-pier. When the steamer arrives, the pier of the Packet Company presents a lively appearance. A great many natives stand there apparently to while away the time.

The Ambonese are an inquisitive, noisy, and pleasure-loving people. Many of them profess the Christian faith, and on that account they consider themselves the equals of the Europeans, so that we do not meet in them the modesty and obedience, which other natives, for instance of the interior of Java, show to the white people. On the contrary, the Ambonese have an inclination to be bold and familiar, which is disagreeable to a passing traveller. Nevertheless, the merriment of the Ambonese passengers and their accompa- and relatives also its plea-

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themselves and their families by the fertile soil and by fish, makes them naturally lazily inclined. Sago is their principal food. From one sago-tree, which can be entirely beaten out in a few days, enough sustenance can be obtained to supply a whole family for three months. The bay and the surrounding sea swarm with fish. The cultivation of the clove procures them, with very little exertion, plenty of extra wages. No wonder, therefore, that the people are little inclined to work hard in the service of others. The Ambonese seem, however, to be fond of roving and adventure, for Ambon supplies the Dutch Indian Army with a rather large contingent of soldiers, who, attired like their European brothers in arms, and paid at the same rate as they are highly praised and appreciated by many officers, for their courage and warlike spirit. In their dress the Ambonese „burghers” keep the medium between Europeans and natives, and when they go to church on Sundays, the men are dressed in black cloth coats and trousers. The women,

on the contrary, wear a long wide dress of a black shiny material, whilst from their left arm a white handkerchief hangs down. This dress, gloomy and without taste, is evidently the result of the strict ideas of the teachers of the Gospel. In their view of life, the Amboinese women are not so earnest and modest as their wearing apparel would imply; they are known to be gay and fond of dancing and other pleasures.

A kind of national dance, which takes place on every great festive occasion, is called the „Menari”. But every opportunity is, moreover, seized to dance like the Europeans, which they call “dansi-dansi”. In these social tendencies, the Amboinese fair sex surpass even their Minahasa sisters. This excitable and merry nature of the Amboinese is, to a great extent, spurred by the use of fermented drinks. From the juice of the sugar-palm (arèn-palm) they make the “sago-weer” or sageroe, a sweet, thick, refreshing beverage, often mixed with bitter wood (quassia), and transported in long bamboocases, or in bag-shaped palm-leaves closely sewn together. Nor do they object to arrack and gin. The rules of the Christian religion do not restrain their tendency for alcoholic drinks so strongly as the tenets of the Islam.

The mania for maintaining their rights, by means of complaints and lawsuits, is, indeed, very remarkable with the Amboinese. Many citizens consider it an honour to appear before the Court of Justice, and they even go so far as to make imaginary grievances or claims, in order to get the opportunity of appearing before the authorities.

The Amboinese are also fond of serving in the national Guards, particularly when they have a rank in their company. The guard-house is, as a rule, occupied by “Schutters”.

The little place of Ambon makes a pleasant impression upon the pedestrian, though it cannot boast of much that is remarkable. The European stone houses are chiefly built in the old Dutch style, with balconies in front, facing the street, but not surrounded by gardens, as at Java. Some of them still have old-fashioned seats on either side of the front-door, whilst in the back-yards, little houses have been built, made of gaba-gaba, as a place of refuge in case of earthquakes. The house of the Resident is large and beautiful; it stands in the middle of a tastefully laid-out park, and is called Batoe Gadjah.

Close to the anchoring pier we find the “pasar” and the quarter of the Chinese merchants. For a stranger coming from Java, a visit to the Christian church must be interesting, particularly when the service is held in Malay. Memorial stones placed at the mainguard-

house, the church, and the fort, show the Governor of the Moluccas PADBRUGGE to have been builder or restorer.

The name of the Amboin fort is Nieuw-Victoria, and the bastions have the names of the Dutch provinces. Inside the fort we find, besides the barracks, and the officers' quarters, the Government-offices, the post-office, and the harbour-office.

Grotto Batoe Lobang.

Those who wish to know something about the surrounding districts and the geological structure of the island, should take a walk to the limestone grotto, Batoe Lobang. They will have to ascend the pretty steep mountain-slopes immediately behind the Resident's house, consisting of coral limestone, chalk, and, ascending and descending, pass a couple of mountain-ridges that stretch parallel to the coast. In order to view the grotto, they must take care to bring from the town coolies, lanterns, and torches.

The stalactites are not particularly fine, and besides, have been greatly damaged by thoughtless people, who have knocked off large pieces, and they have also been blackened by the smoke of the torches. The grotto is infested by small bats, that are caught by the coolies with much noise, to be eaten. Prince HENRY of the Netherlands paid a visit to this grotto when he was still a lieutenant on board a Dutch man-of-war. The memorial stone that was set up on that occasion has been damaged by the tripping water to such an extent, that the inscription is entirely obliterated.

Sea-Gardens.

An excursion through the bay to the so-called Zeetuinen (Sea-Gardens) is very interesting, as they abound in beautiful scenery.

These gardens are coral-reefs, which, in the still, deep waters of the bay, protected on all sides, develop in splendour and richness of form to a degree nowhere else to be met with. Especially the delicate fine-branched kinds, such as the hart's-horn corals, here find a congenial soil.

The visit should be made early in the morning, and when there is as little wind as possible. If the sea-gardens can be seen at a time when the surface of the water is smooth, the view is simply superb, with the magnificent colours, the strangely fantastic shapes, and the endless variegation of the sea-plants. It seems as if an enchanted garden suddenly rose from the silvery bottom of the deep azure water beneath us, and remained there quiet and motionless. In the middle of the brown, green, pink yellow, grey coral

sticks of all sizes and shapes, we notice a few white and glistening; these are the dead ones. Upon and around the corals lie blue and purple sea-stars, black *Holothuria* (*tripang*), variegated horns and shells, and black sea-hogs, thickly covered with bristles. The latter are to be recognized by a circle of beautiful azure blue eyes on stems. We should take great care not to touch the long bristles in any way, as such would cause a violent irritating pain, which lasts a long time. These sea-gardens are the place whence the celebrated naturalist RUMPHIUS (supercargo of the United East Indian Company at Ambon) got together the collection of the remarkable sea-animals that have been sketched and described in his "Ambonsche Rariteiten-Kamer". His grave is to be found in the town, and has been adorned with a monument, by the Governor-General VAN DER CAPELLEN.

Halong.

Time and opportunity permitting, the excursion through the bay might be extended to Halong, a campong about an hour's journey to the north of Ambon, where in the midst of beautiful, cool woods of sago-palms, clove, and other fruit-trees, flows a little brook to the sea, which in its course forms a waterfall, with a natural bathing-pond underneath, that affords a splendid opportunity for swimming in fresh water. Ambon is the island that was chosen by the East Indian Company, as the sole place for the cultivation of cloves, when in consequence of the policy of its monopoly and extirpation system, those trees were destroyed as far as possible, in all the other islands of the Moluccas. Halong lies in the so-called inner bay, a bag-shaped widening of the blind north end of the sea-arm, between Hitoe and Leitimor.

The narrow low-lying neck of land, that connects these two and separates the bay from the open sea, is called BAGUALA, and the campong that lies upon it, Paso. At high tide, the isthmus often becomes inundated, and affords opportunity for canoes and proas to float over it. At low tide they are put on rollers, and dragged over the sand from the bay to the sea, or *vice versa*. The mail- barge, from Ambon to the north-east lying islands, Haroekoe and Saparoea, which together with Noesa Laut form the so-called Oeliassers, prefers this shorter route.

BANDA.

To crown the lovely journey to the Moluccas, as a finishing touch to all the incomparable scenes of nature, to which the steamer every night softly and quietly conveys her passengers, we discover on the morning after our departure from Ambon, the silhouette of the Banda-Islands, with the high GOENOENG API, in the glowing eastern horizon.

Everything on this enchanting group of islands, is as delicate as it is exquisite, and makes one think, more than any other island, of stage scenery, on a gigantic scale. The sea is bluer, the green is darker and more sparkling, the yellow and grey stripes upon the smooth slopes of the volcano, are better pencilled; the little clouds of morning mist are more aethereal than anywhere else.

It is still very early in the morning when we pass, on the starboard, the islands RUN and AX, whilst in the northern horizon, rises the rocky mass of the Ghost-island, SWANGI, but when the steamer is about to enter the Zonnegat, it has been light for some hours.

The rapture, which the lovers of natural scenery experience on entering this unique bay, is beyond all description. Steering so closely to the shore, that we almost fancy we could reach the overhanging branches of the dense woods, the boat glides between the steep rocks of Banda Neira's north-cape, Lautaka, with the Batoe Poeloe-Mati (the dead-island rock) on the larboard, and the little island Kraka on the starboard. Then suddenly we find ourselves in a pond, still as death, surrounded by high walls, whence, on the starboard, without any beach worth mentioning in front of it, rises the gigantic peak of the Goenoeng Api.

Still more surprising, however, than this threatening volcanic chimney, is the prospect we now discern right before us. This is a little town situated against the slopes of a green, rocky island, its small white-painted houses piled up on different terraces, whilst right on the summit, rises a mediaeval castle, a stone citadel, with battlements and round pinnacles. We fancy ourselves suddenly transported to the coasts of Italy. We now, for the first and only time in this archipelago, behold a landscape in which the buildings contribute and even play an important part, in the creation of picturesque scenery.

Right underneath the little place, the steamer is made fast to a pier, the piles of which we can see deep in the crystal-like water, so deep indeed, that the bottom is hardly to be discerned. Here the rocky coast descends perpendicularly into the sea.

The "Zonnegat" is evidently a deep gulf between Banda Neira and Goenoeng Api. From the pier we can see but little of the place, and nothing of the actual roadstead of Banda (the "Gat van Laisan") situated between the islands Banda Neira and Groot



ARRIVAL AT BANDA.

Banda. We can only discern the highest south-west part of the latter island, called Banda Lontar, between Goenoeng Api and the coast of Neira. A narrow, rocky, and unnavigable strait connects, in that direction, the "Zonnegat" with the Laisan-gat.

Taking a walk through the town, we first get into the Chinese and Arabian parts, then into the European streets, and soon afterwards we find ourselves standing on Banda Neira's south-shore, before the

"Oostergat," or "Gat van Laisan", looking at the precipitous coast of Groot Banda, the so-called "Voorwal." or "Overwal." The whole of this island is densely covered with nutmeg-trees. Here and there we see the white houses of the planters scattered about the beach.

Paddle-boats, with high sterns, the so-called "orembai's," ply up and down in order to take strangers to the other side, for f. 0.50.

Sometimes we see the very peculiar sight of the male population of some campong paddling in the bay, in a very long, slender rowing-boat called the "bélang," which has been highly coloured and decorated with flags and pennants; they beat time on gongs and cymbals, to a strange kind of song, an accompaniment to the curious handling of their short oars, which they lift as high as they can, and at long intervals, let down into the water with a sharp knock.

A beautiful avenue of canary-trees stretches along the shore, where the principal buildings are situated. First we see the church, then a large deserted stone fort, "Oranje Nassau," above which, on the sloping hill, rises the south-front of the afore-mentioned castle Belgica. A subterranean passage connects the stronghold on the shore with the mountain-fort. Both have, however, been deserted as unhealthy and antiquated. The size and good preservation of the European dwellings at Banda, point to the prosperity, which nutmeg-growing brings to the inhabitants, but the outside appearance of these houses is anything but tasteful and cosy-looking. They stand with their long, narrow, and bare front-galleries right on the road, without any garden in front, or at the side, and without flowers or plants in tubs. Even the beautiful view of the bay and Groot Banda opposite, seems to those who can see it daily, an object of indifference. The front-gallery of the club affords a good opportunity for admiring everything at one's ease.

All the large houses are built of stone, but very low, which is necessary, on account of the violent earthquakes, which are very frequent in this highly volcanic group of small islands. The earthquake of 1852, for instance, caused great damage. As we stay only two days here, it is advisable without delay to view all the beautiful scenes that Banda has to offer to the visitor.

Banda Lontar.

We should, in the first place, cross in an "orembai" to Great Banda, and there ascend either the steps of Lontar, in the southwest, or those of Kali-Woko, about in the centre of the island.

To reach the first, we cross the Combier plantation, and from these ascend a flight of 313 steps, and then a steep incline, to a height of 476 metres, when we reach a point from where we have a magnificent view over the entire Banda-group. Here lies the small campong Lontar, the only one remaining of the originally inhabited regions of the Banda-group, besides the ruins of Fort Hollandia.

The second flight of steps leads, not to an open point of view, but descends on the other side just as steeply to the south-, or outside-coast of Great Banda, which is called "Achterwal".

If through the courtesy of one of the planters we have been enabled to hire or borrow a horse, then a ride along the "Achterwal" to the narrowest point of the island, near the plantation the "Zoete Inval" and across it to the "Voorwal" and along this to the starting-point opposite Banda Neira, is highly to be recommended. It is, however, also possible to go a great way along the "Achterwal" on foot, without much fatigue, as the roads are good and well shaded.

The view of the Bandanese nutmeg plantations is something unique. We imagine ourselves transported to the holy groves of which the poets sing. No sign of wilderness, and yet everything grand and luxurious. On all sides, without a single open space, we see ourselves surrounded by the splendid nutmeg-trees, with their dense crown of shining, dark-green foliage, between which the dull yellow, round fruit hangs down in great abundance. Here and there we notice the dark-red mace, glowing in the depth of the open split fruit, and above these dense orchards, enormous canary-trees spread their dark-green crowns, and meet together, forming a protecting roof of leaves, supported by column-shaped trunks of such circumference as can seldom be seen at Java.

Sometimes we may hear the cooing of a big nutmeg-pigeon (*Carpophaga alnea* and *perspicillata*) resounding through the still wood. These birds, called by the Bandanese "Manoeq falor," swallow the fruit, and discharge the nut again undigested, by which means they assist in the spreading of the trees. Besides these, the Banda-Islands are not rich in birds. Of mammals, we find, besides the ordinary rats and bats, only deer and swine, and as a characteristic of the Moluccas, the opossum, "Koes-koes".

Here and there, between the ordinary nutmeg-trees, we observe a so-called wild or New-Guinea tree, distinguishable by its large leaves. The nutmeg-trees blossom the whole year round, so that we can always see the branches bearing fruit in all stages of ripeness. Some trees only produce male blossoms. If the winding

and undulating road leads us from time to time along the sea-shore, then the nutmeg-trees make place for Pandans (screw-palms) of an extraordinary height, whilst the Canaries are replaced by no less gigantic Baringtonias, whose white crowns of flowers cover the ground like so many bouquets made of silver thread. Now and then we can see through the fantastic branches or roots of this dense maritime wood, the blue surface of the sparkling sea, and its white breakers beating against the strangely-shaped rocks.



NUTMEG-PLANTATION AT BANDA.

The continual rolling of these breakers tends to impress the lonely horseman, more and more, with the peacefulness of these majestically silent woods, and to absorb him in sweet reverie. All nature breathes rest and peace, both when we find ourselves alone in the midst of the trees, and when the monotonous cries of the nutters resound plaintively through the forests.

From time to time, we meet them roving about in the plantation,

armed with long bamboo sticks, the end of which is provided with a peculiar little prong to pluck the ripe nuts with, and make them fall right into the small basket.

Nowhere in the world are the nutmegs of such good quality as at the Banda-Islands. Lontar, Neira, Rozengain and Ay have been under cultivation for some time, but Run only recently. Goenoeng Api has no plantation. If in the afternoon we visit a planter's house and the place attached to it, where the nutmegs are stored, then we can witness the delivery and opening of the newly-plucked nuts.

They are freed from the mace (foelie), and then put into smoking lofts, where they are for some weeks exposed to the influence of smouldering wood. The mace is dried in the sun, on large flat dishes, made of wickerwork. Such a dish, covered with fresh mace, produces the most beautiful red colour which can be imagined. The nuts are next steeped in lime to preserve them against insects, after which they are packed for exportation.



NATIVE GIRL AND CHILD AT BANDA

The road leads past different small-deserted stone forts, which show how seriously the East Indian Company formerly regarded the maintenance of these precious islands. No doubt the Dutch fought dearly for the possession of them, and the history of Banda's colonization, first by the Portuguese and the Spaniards, and afterwards by the Dutch, is one series of battles and atrocities. Owing to these circumstances, the original inhabitants have entirely disappeared, and been replaced by emigrants, consisting principally of Javanese, who now work by contract in the nutmeg-plantations.

Coming near the north passage from the Achterwal to the Voorwal, we catch from time to time between the trees a glimpse of the little island Rozengain, the most easterly of the Banda-group. To the south of this, lies a shallow bank covered with coral-reefs, called "Verdrunken [drowned] Rozengain."

Ascension of the Goenoeng Api.

To the amateur mountain-climber, the ascension of the Goenoeng Api is highly to be recommended. It is better to take a guide, but if none can be had you can go alone, as with care and circumspection the top is to be reached.

A visit to the crater-plain is not dangerous to him, who does not venture recklessly into hot places. The ascent takes about an hour and a half, and the descent is accomplished very quickly.

The Goenoeng Api is a pure eruption cone; its entire outer wall consists of cinders, rapilli, and ashes. Where this new volcanic bottom has not been planted with vegetables by the Boetonese, who cross over here yearly in their primitive boats, it is covered with ferns, orchids, and other blooming shrubs.

The summit displays several shallow and extinct crater-basins, besides a warm smoking plain sending forth sulphurous vapours, and covered with split and rent lava blocks. To the north, we look into a large but shallow gap, which stretches to about the middle of the slope, and gives us the impression of being a relapsed and sunken pit of a side-crater.

From the top of the Goenoeng Api, we have a magnificent view of the whole group. What impresses us most, is the view of the little town of Banda, upon which, so to speak, we look right down.

The bastioned star of Fort Belgica makes one think of the citadel Monte-San-Angelo above Naples.

Besides this, no place is more suitable for obtaining a clear and permanent idea of the formation and character of these islands. We see, as it were, a natural relief-map before us. It becomes clear in a moment, that the half-moon-shaped Great Banda, is the ridge of the segment of a crater-wall protruding from the sea, of which the islands Poeloe Pisang and Batoe Kapal, lying to the north of it, are also fragments, rising above the surface of the water, but which further along has been destroyed and has disappeared in consequence of later eruptions, to which Banda Neira and Goenoeng Api owe their existence. The Oostergat and the Zonnegat, therefore, are two crater-bottoms. If the whole of the group rose up from the sea, they would become sand-seas, like the

Dasar and Segarawedi of the Tengger. Banda Neira is also the east segment of a crater-wall, the west part of which is covered by the Goenoeng Api. Ay, Run, Rozengain and even Sewangi, are, in all probability, the remains of still greater crater-circles, or tops of parasitic cones upon a former awe-inspiring volcanic giant, the slopes of which are supposed to lie hidden beneath the surrounding sea.

The striking resemblance between the Tengger and the Banda-group was first mentioned by Dr. BLEEKER. He remarks that Banda Lontar with the Poeloe Pisang and the Batoe Kapal, form half of the outline of a circle, the centre of which lies precisely in the "Zonnegat", and that around this circle concentrically, two others can be drawn, the inner one of which goes through Ay and Rozen-gain, and the outer one through Run, Sewangi, and Verdrunken Rozengain. This fact makes it probable, that these islands form the remains of three concentric crater-circles, which have merged into each other.

Banda Neira.

At Banda Neira itself, we also have the opportunity of visiting beautiful nutmeg-plantations, namely "Zevenbergen" and "Hersteller", belonging to the LANS family.

Specially to be recommended also is a visit to Fort Belgica, on account of the lovely view from the battlements of its towers and the ascent of the so-called PAPENBERG, the highest point of Banda Neira, upon which lies the signal-station.

The road is entirely shaded, and the prospect almost as beautiful as that of Goenoeng Api and Banda Lontar, so that this walk, which is not very fatiguing, is deserving a special recommendation, if for some reason or other we have been prevented from visiting the two last-named steep mountain-tops. There is no hotel as yet at Banda, but we may find good accommodation, at reasonable prices, at the house of Mr. RYSKOGEL, who has had his side-buildings fitted up for visitors.

At the Arabian firm of BAÄDILLA BROTHERS, we have the opportunity for buying all kinds of skins of birds-of-paradise, as well as crested-pigeons (Gura) and Nicobare-pigeons.

FROM BANDA TO SOERABAJA,
ALONG THE SOUTH ROUTE.

The return journey from Banda to Soerabaja is *via* Ambon and Macassar.

The steamer only stops at both places for a short time (at the utmost a day and a half); we have, however, an opportunity for buying ethnographic curiosities, and for taking photographs, or visiting spots in the immediate vicinity where we had not been before.

The most remarkable part of the journey between Ambon and Macassar (which lasts about fifty hours) is the passage of Strait Saleier, between the island of that name and the south point of Celebes (Oedjoeng Lasowa or Bira). We can clearly distinguish the bare, almost perpendicular, rocky walls of Saleier, in which the sea has formed natural grottos. Right across the strait, lie three little islands in a row.

The night before, we passed the south-coast of the island Boeton, thickly covered with vegetation, and deeply grooved, on which, towards dusk, thousands of little lights begin to glimmer.

At the end of a month, the steamer has returned to her starting-point, Soerabaja, and in four days we can reach Batavia again by sea. More quickly, but less agreeably, we can travel through Java by rail, and thereby, if desirable, still find time to visit Mendoet and Boro-boedoer from Djogja by coach, *via* Magelang and Ambarawa.



CONCLUSION.

The foregoing sketches could, of course, only treat of a few of the principal routes which are taken through the Dutch East Indian Archipelago, by the steamers of the Royal Packet Company. The authors have thought that they ought to confine themselves to those parts, which they had visited, and consequently were well acquainted with. He however, who wishes to know all the places to which he can go by the Packet Company, should consult the table given at the end of this book. From it, he will see that from a point of 141 deg. southern longitude, of New Guinea, roadsteads and Dutch East Indian be reached.

On Sumatra, for landscapes we have bang, with its water Moesi-river, may be point for river-excursions.

wooded part of Eastern Sumatra.

Atjeh's north-point to east of Greenwich, on the south-coast all the important harbours of the Archipelago can

instance, besides the spoken of, Palembang-campongs on the broad chosen as a starting-ions in this richly-

lings, nor need we hesitate to do so from fear of their propensity for cutting off heads, resting on



ORANG OETAN.



BANDJERMASIN.

religious tradition, as only roving tribes give way to it from time to time.

From Bandjermasin, which is situated very favourably for trade, the broad and deep Barito as well as the river of Martapoera is navigable for rather large vessels. In consequence of the soil being very swampy, the houses of Bandjermasin are built partly on poles, partly on rafts (*rakit*) which gives the prosperous little town a picturesque appearance. The Royal Packet Company enter-



GATE OF A BUDDHISTIC TEMPLE AT BALI.

tains a regular service on the Barito with the steamer "Negara".

At Bali we can go and study the Buddhistic temples and institutions, and in the eastern parts of the Archipelago, the various forms of heathenism. The great circle of the Soenda-Islands, running out eastwards into mountain-peaks, which keep getting smaller and smaller, and lie farther and farther apart, shows all kinds of volcanic and coral islands, on which we can trace the transition of the Asiatic into the Australian vegetable and animal kingdom,

and whose population represents every period in the history of civilization. On the coast of New-Guinea, finally, we can become acquainted with the savages living almost in a natural state: Papoeas, with high wooly crowns, who shoot the birds-of-paradise with their reed arrows out of blowing-pipes, and carve wonderful idol-images from the trunks of trees.

Thus every inhabitant of this gigantic world of islands has its peculiar character, luring to a visit, whereby the desire for travelling is again awakened.

May then this book also attribute to an increased travelling in Insulinde, so that before long a description by eye-witnesses of the regions, not yet mentioned in this book, may be added to the contents.



LOMBOK FISHER.



PAPOEA WARRIORS.



S E R V I C E S
OF THE
KONINKLIJKE PAKETVAART MAATSCHAPPIJ,
FOR THE YEAR 1903.

In the future a modification is possible.

**For the dates of departure one is requested to consult the half-yearly
handbooks and the daily advertisements in the Indian newspapers.**

The main communications are regulated as follows:

From BATAVIA:

to *Samarang* and *Soerabaja* via the coastplaces, every week.
 Moreover extra-services to *Samarang* and *Soerabaja* direct;
 to *Padang*, *Atjeh* en *Penang*, weekly;
 to *Singapore*, weekly;
 to *Deli*, fortnightly, alternately via *Muntok* and *Riouw*;
 to *Palembang*, about every week, fortnightly through, to *Djambi* and
 back;
 to *Pontianak* every two weeks;
 to *Wijnkoopsbay* every two months;

The „Java-North-coast-steamers” run through or have connection:
 to the *Moluccas* fortnightly;
 to *Timor* and the *Little Soenda-Islands* every four weeks;
 to the *Gulf of Boni* and *East-coast-Celebes* every four weeks;
 to *New-Guinea*, *Kei-* and *Aroe-Islands* every four weeks;
 to *North-Celebes* and *Tomini-bai* every four weeks;

from SINGAPORE:

to *Bandjermasin* and *East-Borneo* about every nine days, whereof
 once a month via *Soerabaja*;
 to *Macassar* via *Soerabaja*, in connection with the lines in the
Eastern-Archipelago, six times a month;
 to *Singkawang*, *Pemangkat*, *Sambas*, *Pontianak* and back, every
 four weeks;

from SOERABAJA:

to *Bandjermasin* about every week;
 to *Java's East-hook*, *Bali*, *Lombok* and *Soembawa*, fortnightly;

from AMBOINA:

to *North-* and *New-Guinea* every eight weeks;

from DELI:

to *Singapore*, via the ports of the *East-coast* of *Sumatra*, fortnightly.

from BAGAN SI-API-API:

to *Java*, *Singapore* and *Palembang*, every three weeks.

Direct passage-tickets from Amsterdam or Rotterdam or Genoa or Marseilles to ports in the Indian Archipelago are obtainable at the Steam Navigation Company “Nederland” and the “Rotterdamsche Lloyd” and their Agents: and homeward tickets to Genoa or Marseilles or Amsterdam or Rotterdam with the Agents of the Koninklijke Paketvaart Maatschappij. Goods are accepted on **direct through bills of lading** to Indian ports and from there to Europe and New-York.

The services are run as follows:

SERVICE 1. (Fortnightly).

From Batavia to Padang, Oelèë-Lheuë, Penang and back. On the outward voyage and on the return Telok-Betong, Kroë, Benkoelen, Poeloe-Weh (Sabang), Sigli, Lho-Seumawé and Idi are called at, and Engano and Si-Kakap once a quarter.

SERVICE A. (Fortnightly).

From Batavia to Padang and back, viâ Telok-Betong, Bintoehan, Benkoelen and sometimes also viâ Kroë and Indrapoera.

SERVICE B. (About every ten days).

Without fixed service-table from Penang to Oelèë-Lheuë and back, viâ Idi, Lho-Seumawé, Sigli and Poeloe-Weh (Sabang).

SERVICE 2. (Every four weeks).

From Padang to Oelèë-Lheuë, Penang and Singapore and back. On the outward voyage and on the return the steamers call at Priaman, Ajer-Bangis, Natal, Siboga, Baros, Singkel, Goenoeng-Sitoli, Tapa-Toean, Analaboe, Poeloe-Raja and Poeloe-Weh (Sabang).

SERVICE C. (Every four weeks).

From Padang to Oelèë-Lheuë, Penang and Singapore and back. On the outward voyage and on the return the steamers call at Poeloe-Tello, Siboga, Baros, Singkel, Tapa-Toean, Analaboe and Poeloe-Raja.

SERVICE D. (Weekly).

From Batavia to Singapore and back. Alternately Billiton is called at, outward and homeward.

Every two weeks this steamer has connection with the German Mail to and from Europe.

SERVICE 4. (Fortnightly).

From Batavia to Palembang and Djambi and back. On the outward voyage and on the return the steamers call at Muntok, Moeara-Saba and Simpang.

SERVICE E. (Forthniglty).

From Batavia to Palembang and back.

SERVICE 5. (Every four weeks).

From Batavia to Muntok, Riouw and Belawan-Deli, and back.

SERVICE F. (Every four weeks).

From Batavia to Belawan-Deli and back. (During the first four months of the year however, there is a weekly communication between Batavia and Belawan-Deli).

SERVICE R. (Twice a month).

From Belawan-Deli to Sabang and back. On the outward voyage and sometimes also on the homeward voyage Idi, Lho-Seumawé and Sigli are called at. This steamer has connection with the Dutch mail to and from Europe.

SERVICES 5 (Coast) and F (Coast). (Fortnightly).

From Belawan-Deli to Singapore and back. On the outward voyage and on the return the steamers call at Asahan and Paneh, sometimes at Bagan-Si-Api-Api; in Service 5 (coast) the steamer also calls at Bengkalis and Siak, outward and homeward, and at Tandjong-Kala and Edi only on the outward voyage.

SERVICE Q. (About every five days).

From Penang to Belawan-Deli. On the homeward voyage alternately Bajan (Tandjong-Kala) and Asahan (Tandjong-Balei) are called at.

SERVICE 6. (Twice a month).

From Batavia, via Billiton, to Pontianak and back.

SERVICE P. (About every ten days).

Between Singapore and Pontianak.

SERVICE G. (Weekly).

From Batavia to Samarang and Soerabaja and back. On the outward voyage and on the return the steamer calls at Cheribon, Tegal and Pekalongan. Moreover, extra voyages are made from Batavia via Samarang to Soerabaja and back.

SERVICE 8. (Once a month).

From Singapore to Soerabaja, Bandjermasin and Koetei and back. On the outward voyage and on the return the steamer calls at Bawean, Kota-Baroe, Balik-Papan and Moeara-Djawa. Sometimes the steamer runs through to Donggala.

SERVICE H. (Weekly).

From Soerabaja to Bandjermasin, often viâ Soemenap and sometimes viâ Panaroekan and Probolinggo.

SERVICE J. (Three times a month).

From Singapore to Bandjermasin, Koetei, Boelongan and Berouw and back. On the outward voyage and on the return the steamer calls at Kota-Baroe, Moeara-Djawa and Donggala; now and then also at Pasir.

SERVICE 9 and K. Alternately. (Fortnightly).

From Soerabaja to Macassar, Menado, Gorontalo, Ternate, Batjan, Boeroe, Amboina and Banda and viâ Macassar back to Soerabaja. Both services run alternately, every two voyages, in opposite direction. In both services the steamer stops at Soemalata, Kwandang and Amoerang and sometimes at Balik-Papan; in Service 9 also at Paré-Paré, Donggala and Toli-Toli, and in Service K. at Boeleleng, Ampenan, Bwool and the Sangir- and Talaut-Islands.

The going Service-K.-steamer comes from Bawean and Singapore, the returning steamer runs through to Bawean and Singapore.

SERVICE M. (Every four weeks).

From Soerabaja to Macassar, Menado, Gorontalo and the Tomini-bay and back. On the outward voyage and on the return the steamer calls at Toli-Toli, Bwool, Palehleh, Soemalata, Totok and Kota-Boena and sometimes at Balik-Papan. Alternately on the voyage out the steamer calls at Ternate.

SERVICE 10. (Every four weeks).

From Macassar to Temboekoe or to Losoni, and back. On the outward voyage and on the return the steamer calls at Bonthain, Boelekomba, Saleier, Sindjai, Palima, Paloppo and Boeton, and on the return also at Salabangka, Kendari and Bonerate.

SERVICE 11. (Every four weeks).

From Soerabaja viâ Timor-Koepang to Merauke and from there viâ Thursday-Island, Timor-Deli, Atapoepoe, Timor-Koepang, Nangamessi, Bima, Laboean-Hadji, Ampenan, Boeleleng and Banjoewangi back to Soerabaja.

SERVICE 11a. (Every four weeks).

From Soerabaja viâ Soemenap, Banjoewangi, Boeleleng, Ampenan, Labocean-Hadji, Sumbawa, Bima, Macassar, Bima, Labocean-Badjoe, Maoemer, Larentoeka, Timor-Koepang, Atapoepoe, Timor-Deli, Alor, Timor-Koepang, Rotti, Savoe, Endeh, Nangamessi, Bima, Macassar, Bima (the route Labocean-Badjoe — Nangamessi every other voyage in opposite direction) Sumbawa, Labocean-Hadji, Ampenan, Boeleleng and Banjoewangi te Soerabaja.

SERVICES 12 and 13 (South). (Every four weeks).

From Soerabaja to Macassar, Amboina, Saparoea, Banda, Gisser, Boela-bay, Sekar, Fakfak, Toeal, Elat, Dobo, Merauke, Lelingloewan (Larat), Adaoet (Selaroe), Tepa (Babber), Serwaroe (Letti), Kissier, Ilwaki (Wetter), Woeloer (Dammer), Toeal, Banda, Saparoea and viâ Amboina and Macassar back to Soerabaja. On the outward voyage, between Soerabaja and Macassar, the steamer calls at Banjoewangi, Boeleleng and Ampenan, and homeward at Ampenan and Boeleleng. Every other voyage these services run in opposite direction, between Banda outward and Banda homeward.

SERVICE. 18 (North). (Every eight weeks).

From Amboina to Ternate, Doreh and the Humboldts-bay and back. On the outward and on the return the steamer calls at Wahai, Gani, Patani, Saonek, Sorong, Samate, Roon, Ansoes and Djamma.



EXTRACT

FROM THE

General regulations on PASSAGE and transport of BAGGAGE etc.

Booking.

Booking in advance must take place at the Agent's office at least two days before the departure, on payment of the passage-money and receipt of the ticket.

Reduction on fares.

For children from 2—15 years only half fare has to be paid; children under two years are travelling free, provided they are with the family they belong to.

Missionaries of all congregations (not being in Government-service) profit by a reduction of 15 p. c. on 1st and 2nd class rates; this is also applicable to their families, when they travel alone.

This last mentioned reduction is also granted to naturalists, who (to the discretion of the Chief Agent) travel with only scientific purposes and are able to prove such. Moreover a reduction of 15 p. c. on the overweight of their baggage is granted them. This last reduction is not applicable to their families.

If the said missionaries and naturalists take a return-ticket 1st or 2nd class, they profit, on payment of the full fare of the outward voyage, by a reduction of 50 p. c. on the return-passage-money, provided this return takes places within three months after the day of their embarkation.

If reduction should be applicable for more than one reason, only that reduction will be granted which profits the passenger most, for instance the reduction on a return-ticket can not at the same time be practised with a reduction for some other reason.

Except the reductions, recorded in the complete regulations ¹⁾ and those which are included in the tariff for return-tickets, (see below) no reduction whatever will be granted on fares and consequently all requests in that strain will be refused past recall.

Return-tickets.

For every distance return-tickets are issued with a reduction of 30 p. c. on the fare of the return, which must take place at the utmost three months after the day of embarkation.

When this time has been exceeded, supply is due according tariff.

Holders of return-tickets, before embarking must have their ticket verified by the local Agent.

On the fares for circular-tickets, inserted in the printed tariffs, f. i. from Macassar to Macassar back, the reduction included in a return-ticket is not applicable, even if the tour is done within three months.

Through-tickets.

The tariff for through-tickets is to be found by enumeration of the tariffs for the distances of the voyages.

For through-tickets *from* and *to* places, situated in the Services 9, 10, 11, 12, 13, K en M, the amount, thus obtained, is augmented with:

<i>f</i> 6.—	for the 1 st class,
" 3.60	" 2 nd "
" 0.80	" 4 th "

when the voyages are made *via Soerabaja* and are continued with the same steamer with which one has arrived at Soerabaja.

The same addition is also due, when the voyage is made in the same way *via Macassar* in the Services 10, 11, 12, 13, K and M.

The tariff of a through-ticket 3rd class is $\frac{1}{5}$ of a trough-ticket 1st class.

For the tariff Singapore—Soerabaja see tariff Service 8, and for the tariff Soerabaja—Macassar see page 210.

Food and drinks.

The passage includes food, but no wine, beer and such drinks as may be had by 1st and 2nd class passengers, according to the tariff.

¹⁾ Reductions are also granted to pupils, students, orphans, etc.

Staying behind at interjacent places.

Passengers are allowed to stay behind at interjacent places, provided they have their tickets verified by the captain before leaving the steamer, and continue their voyage within a month; or, if no steamer arrives within a month, with the next steamer in the same direction.

Transhipping and staying ashore.

On booking to a port outside the route of the steamer on which the embarkation took place, so that transhipping is necessary, the passenger has to tranship with his cabin-luggage at his own expense and, if this steamer is not yet ready for departure, he has to stay ashore, also at his own expense.

The Company however sees to the transhipment of that luggage of which the passenger has a receipt; but this transhipment takes place at the passenger's own peril.

Staying on board by reason of quarantine, political measures of the Government or average.

When passengers, by reason of quarantine or political measures of the Government, are prevented from disembarking at their destination, they have to pay, for every day they remain on board:

fl. 4.— for every 1 st class passenger,						
" 3.50	"	2 nd	"	"	"	,
" 1.25	"	3 rd	"	"	"	,
" 0.50	"	4 th	"	"	"	.

Children under two years are free.

The same compensation is due when the ship, by reason of average, is detained for more than 24 hours in a port and the passengers, with permission of the captain, remain on board.

From private passengers the amount due is collected at once.

Servants.

Servants of passengers are only admitted in the cabin of their master during the time their service is needed; they are not allowed to wait on their master during the meals.

Luggage.

Private passengers have free luggage — only containing travelling and personal necessities — :

in the 1 st class 150 Kgs.,				
" " 2 nd	"	75	"	,
" " 3 rd and 4 th class	40	Kgs.		.

Children between 2 and 15 years have half these weights free.

Luggage must be brought on board 24 hours before the departure of the steamer or must be delivered two days before departure at the Agent's office.

Goods must be accompanied by a list, properly filled in.

Transport of the luggage to and from board is at the passenger's expense and risk.

All passenger's luggage must be well packed and marked, in plain characters, with the name of the passenger and destination, in oil-colours preferred. Good, appropriate locking is necessary.

The passenger himself is responsible for the consequences of insufficient marking, bad packing or defective locking.

All luggage is stored in the hold, unless marked „for the cabin.”

The Company is not responsible for any loss or damage of luggage, which has not been entrusted to the care of the naval officers concerned.

As to the free luggage, allowed to every passenger, cabin-luggage is not taken into account; neither „travelling-chairs”. No ticket is given for this kind of luggage.

Cabin-luggage is only allowed to consist of hand-bags or other small parcels; they may not occupy any room of fellow-passengers or be of any hindrance to these. Big trunks, or boxes nor fruits, are allowed in the cabins.

The luggage not appropriated for the cabin, if necessary, is measured or weighed by the Agents or on board, to state the overweight; for this luggage the passenger always gets a ticket.

For luggage exceeding the allowed free quantity, and for which timely booking is necessary, overweight is charged.

Passenger's goods are delivered only on returning the luggage-ticket.

Passengers have to inform timely the officer concerned, which goods, appearing on the luggage-ticket, they want to receive at once and which goods when ashore.

When luggage, recorded on the luggage-ticket, is missing, the passengers have to inform by letter, as soon as possible, the Captain or the Agent; a research will be made into the matter at once.

Gold- and silverware, etc. Luggage of private passengers is only allowed to contain their travelling and personal necessities, in consequence whereof the Company never is responsible for gold- and silverware, cash, jewels, securities and other valuables; these must be entered at the Agent's office, according to tariff.

Dangerous goods. Passengers are not allowed to take with them gunpowder or any other dangerous or inflammable goods, without

timely entering them at the Agent's office and getting the necessary permission.

When transgression of this regulation is discovered, the dangerous goods are removed and the passenger is fined f 500.— apart from his responsibility for any damage and loss caused by the transgression.

Insurance of baggage and cargo.

Passengers and in-loaders can insure with all Agents, and in places, where no Agents are established, with the Captain, luggage and cargo against dangers on the sea, at a very fair tariff.

Conditions of insurance, for inspection, may be had from the Agents and the Captains.



RATES OF PASSAGE-MONEY.

Rates of Passage-Money in Guilders.

SERVICES 1, A and B and 2.

SERVICE 1.

SERVICE 2.

Batavia.

1st class.

18	Telok-Betong.			
62	44	Benkoelen.		
94	76	32	Padang.	
156	141	104	86	Oelèë-Lheuë and Sabang.
208	193	155	124	40
				Penang.

Padang.

1st class.

36	Siboga.			
45	10	Baros.		
104	67	63	Oelèë-Lheuë.	
134	100	100	40	Penang.
164	130	130	70	30
				Singapore

Oelèë-Lheuë—Sabang / 10.—.

Batavia.

2nd class.

10.8	Telok-Betong.			
37.2	26.4	Benkoelen.		
56.4	45.6	19.2	Padang.	
98.6	84.6	62.4	51.6	Oelèë-Lheuë and Sabang.
122.8	113.8	91.-	73.6	20.-
				Penang.

Padang.

2nd class.

21.6	Siboga.			
27.-	5.5	Baros.		
62.4	40.2	37.8	Oelèë-Lheuë.	
80.4	60.-	60.-	20.-	Penang.
98.4	78-	78.-	38.-	18.-
				Singapore.

Oelèë-Lheuë—Sabang / 5.50.

Batavia.

4th class.

2.3	Telok-Betong.			
7.8	5.5	Benkoelen.		
11.8	9.5	4.-	Padang.	
19.5	17.6	13.-	10.8	Oelèë-Lheuë and Sabang.
26.-	24.1	19.4	15.5	\$ 3.-
				Penang.

Padang.

4th class.

4.5	Siboga.			
5.6	1.1	Baros.		
13.-	8.4	7.9	Oelèë-Lheuë.	
16.8	12.5	12.5	\$ 3.-	Penang.
19.8	15.5	15.5	8.-	3.-
				Singapore

Oelèë-Lheuë—Sabang / 1.10.

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICE C.

Padang.		1 st class.			Padang.		2 nd class.				
42		Siboga.			25.2		Siboga.				
51	10	Baros.			30.5	5.5	Baros.				
104	67	63	Oelëë-Lheuë.		62.4	40.2	37.8	Oelëë-Lheuë.			
134	100	100	40	Penang.	80.4	60.	60.	20.-	Penang.		
164	130	130	70	30	Singapore.	98.4	78.-	78.-	38.-	18.-	Singapore.

Padang. 4th class.

5.3	Siboga.
6.1	1.1 Baros.
13.-	8.4 7.9 Oelëë-Lheuë.
16.8	12.5 12.5 \$ 3.- Penang.
19.8	15.5 15.5 8.- 3.- Singapore.

3rd class fare = 1/5 of 1st class rates.

BATAVIA — PELABOEHAN RATOE (WIJNKOOPS-BAY).

1st class = f 32.-
 2nd " = , 19.20
 3rd " = , 6.40
 4th " = , 4.—

SERVICE D.

1 st class.		2 nd class.		4 th class.	
Batavia.		Batavia.		Batavia.	
32	Billiton.	19.2	Billiton.	4.-	Billiton.
78	51	Singapore.	42.5	30.6	Singapore.

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICES 4, E and O.

1st class.

Batavia.

43	Muntok.				
54	11	Palembang.			
98	55	41	Djambi.		
—	—	44	—	Singapore.	
—	—	75	—	100	Samarang.

2nd class.

Batavia.

25.8	Muntok.				
32.4	6.6	Palembang.			
58.8	33.—	24.6	Djambi.		
—	—	26.4	—	Singapore.	
—	—	45	—	60	Samarang.

4th class.

Batavia.

5.4	Muntok.				
6.8	1.4	Palembang.			
12.3	6.9	5.1	Djambi.		
—	—	5.5	—	Singapore.	
—	—	9.4	—	12.5	Samarang.

3rd class fare = 1/5 of 1st class rates.

SERVICES 5, F, 5 (coast), F (coast) and Q.

1st class.

Batavia.

43	Muntok.				
73	30	Riouw.			
110	90	60	Belawan-Deli.		
125	100	66	15	Asahan (Tandjong-Balei.)	
—	—	—	50	40	Singapore.

SERVICE R.

Sabang.

10	Sigli.			
19	11	Lho-Seumawé.		
26	18	10	Idi.	
41	34	22	15	Belawan-Deli.

Rates of Passage-Money in Guilders.

2nd class.

Batavia.

25.8	Muntok.				Sabang.			
40.-	18.-	Riouw.			5.5	Sigli.		
67.8	54.-	36.-	Belawan-Deli.		11.4	6.6	Lho-Seumawé.	
75.6	63.6	45.6	9.-	Asahan (Tandjong-Balei).	11.6	10.8	5.5	Idi.
—	—	—	30.-	24.-	24.6	20.4	13.2	9.6 Belawan-Deli.

4th class.

Batavia.

5.4	Muntok.				Sabang.			
9.1	3.8	Riouw.			1.1	Sigli.		
12.-	11.-	7.5	Belawan-Deli.		2.4	1.4	Lho-Seumawé.	
14.-	12.-	8.3	1.9	Asahan (Tandjong-Balei).	3.3	2.3	1.1	Idi.
—	—	—	6.-	6.-	5.1	4.2	2.8	1.9 Belawan-Deli.

3rd class fare = 1/5 of 1st class rates, except between Belawan-Deli and Penang, on which route it amounts to f 3.50.

SERVICE 6.

1st class.

Batavia.

32	Billiton.	
76	44	Pontianak.
—	—	83 Singapore.

2nd class.

Batavia.

19.2	Billiton.	
45.6	26.4	Pontianak.
—	—	49.8 Singapore.

4th class.

Batavia.

4.-	Billiton.	
9.5	5.5	Pontianak.
—	—	10.4 Singapore.

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICE P.

Pontianak—Singapore.

1st class = f 64.—

2nd " = " 38.40

3rd " = " 12.80

4th " = " 8.—

SERVICE G.

1st class.

Batavia.

24	Cheribon.					
29	10	Tegal.				
35.	11	10	Pekalongan.			
40	19	14	10	Samarang.		
50	34	29	25	15	Soerabaja.	

2nd class.

Batavia.

14.4	Cheribon.					
17.4	5.5	Tegal.				
21.—	6.6	5.5	Pekalongan.			
24.—	11.4	8.4	5.5	Samarang.		
34.—	21.4	18.4	15.5	10.—	Soerabaja.	

Singapore.

Batavia.

4th class.

10.—	3.—	Cheribon.					
11.—	3.6	1.1	Tegal.				
12.—	4.4	1.4	1.1	Pekalongan.			
13.—	5.—	2.1	1.8	1.1	Samarang.		
15.—	8.4	5.5	5.1	4.4	3.4	Soerabaja.	

3rd class fare = 1/5 of 1st class rates, except between Samarang and Soerabaja, on which route it amounts to f 5.—.

Rates of Passage-Money in Guilders.

SERVICE 8.

1st class.

Singapore.

100	Soerabaja.				
100	12	Sangkapoera (Bawean).			
131	43	31	Bandjermasin.		
156	71	60	28	Kota-Baroe (Poeloe-Laut).	
188	100	97	66	38 Samarinda.	

2nd class.

Singapore.

60.-	Soerabaja.				
60.-	7.2	Sangkapoera (Bawean).			
78.6	25.8	18.6	Bandjermasin.		
93.6	42.6	36.-	16.8	Kota-Baroe (Poeloe-Laut).	
112.8	60.-	58.2	39.6	22.8 Samarinda.	

4th class.

Singapore.

12.5	Soerabaja.				
12.5	1.5	Sangkapoera. (Bawean).			
16.4	5.4	3.9	Bandjermasin.		
19.5	8.9	7.5	3.5	Kota-Baroe (Poeloe-Laut).	
23.5	12.5	12.1	8.3	4.8 Samarinda.	

3rd class fare = 1/5 of 1st class rates.

SERVICE H.

1st class.

Soerabaja.

14	Soemenap.				
43	35	Bandjermasin.			

2nd class.

Soerabaja.

8.4	Soemenap.				
25.8	21.-	Bandjermasin.			

4th class.

Soerabaja.

1.8	Soemenap.				
5.4	4.4	Bandjermasin.			

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICE J.

1st class.

Singapore.

100	Bandjermasin.					
124	28	Kota-Baroe.				
156	66	38	Samarinda.			
177	91	63	25	Donggala (Palos-bay).		
201	101	90	53	44	Boelongan.	

2nd class.

Singapore.

60.-	Bandjermasin.					
74.4	16.8	Kota-Baroe.				
93.6	39.6	22.8	Samarinda.			
106.2	54.6	37.8	15.-	Donggala. (Palos-bay).		
120.6	60.6	54.-	31.8	26.4	Boelongan.	

4th class.

Singapore.

12.5	Bandjermasin.					
15.5	3.5	Kota-Baroe.				
19.5	8.3	4.8	Samarinda.			
22.1	11.4	7.9	3.1	Donggala. (Palos-bay).		
25.1	12.6	11.3	6.6	5.5	Boelongan.	

3rd class fare = 1/5 of 1st class rates.

SINGAPORE—SOERABAJA—BOELELENG—AMPENAN—MACASSAR.

1st class.

Singapore.

100	Soerabaja.					
124	24	Boeveleng.				
134	34	11	Ampenan.			
173	73	55	44	Macassar.		

2nd class.

Singapore.

60.-	Soerabaja.					
74.4	14.4	Boeveleng.				
80.4	20.4	6.6	Ampenan.			
103.8	43.8	33.-	26.4	Macassar.		

Rates of Passage-Money in Guilders.

4th class.

Singapore.

12.5				Soerabaja.
15.5	3.-			Boeleleng.
16.8	4.3	1.4		Ampenan.
21.6	9.1	6.9	5.5	Macassar.

3rd class fare == 1/5 of 1st class rates.

SERVICE 9.

1st class.

Macassar.

100				Palehleh.					
100	10			Soemalata.					
115	34	28		Menado.					
152	77	71	37	Gorontalo.					
191	110	110	77	42	Ternate.				
227	159	154	124	104	58	Amboina.			
233	180	175	145	110	82	20	Banda.		
—	—	—	—	—	—	20	Amboina.		
317	244	241	235	214	170	—	104	89	Macassar.

Rates of Passage-Money in Guilders.

Macassar.

2nd class.

60.-	Palehleh.								
60.-	6.-	Soemalata.							
69.-	20.4	16.8	Menado.						
89.-	46.2	42.6	22.2	Gorontalo.					
106.-	64.5	60.-	38.5	25.2	Ternate.				
113.5	95.4	92.4	74.4	56.-	34.8	Amboina.			
125.-	108.-	105.-	87.-	66.-	49.2	12.-	Banda.		
—	—	—	—	—	—	—	12.-	Amboina.	
190.2	185.5	135.-	120.5	108.5	102.-	—	62.4	53.4	Macassar.

Macassar.

4th class.

12.5	Palehleh.							
12.5	1.3	Soemalata.						
14.4	4.3	3.5	Menado.					
19.-	9.6	8.9	4.6	Gorontalo.				
23.9	14.9	14.6	10.3	5.3	Ternate.			
30.6	19.9	19.3	15.5	13.8	7.3	Amboina.		
33.1	22.5	21.9	18.1	13.8	10 3	2.5	Banda.	
—	—	—	—	—	—	—	2.5 Amboina.	
39.6	30.5	30.5	30.5	26.8	21.3	—	13.- 11.1 Macassar.	

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICE 10.

1st class.

Macassar.

11	Bonthain.				
32	21	Sindjai (Balangnipa).			
40	29	10	Palima.		
54	43	22	14	Paloppo (Loewoe).	
90	79	58	50	36	Boeton.
124	115	100	100	82	46 Kendari.

2nd class.

4th class.

Macassar.

6.6	Bonthain.					
19.2	12.6	Sindjai (Balangnipa).				
24.-	17.4	6.-	Palima.			
32.4	25.8	13.2	8.4	Paloppo (Loewoe).		
54.-	47.4	34.8	30.-	21.6	Boeton.	
74.4	69.-	60.-	57.6	49.2	23.- Kendari.	

Macassar.

1.4	Bonthain.					
4.-	2.6	Sindjai (Balangnipa).				
5.-	3.6	1.3	Palima.			
6.8	5.4	2.8	1.8	Paloppo (Loewoe).		
11.3	9.9	7.3	6.3	4.5	Boeton.	
15.5	14.4	12.5	10.9	9.1	4.6 Kendari.	

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICE 11.

1st class.

Soerabaja.

100	Timor-Koepang.																				
215	135	Merauke.																			
225	161	31	Thursday-Island.																		
—	—	—	31	Merauke.																	
—	—	—	138	112	Timor-Deli.																
—	—	—	161	135	28	Timor-Koepang.															
—	—	—	187	161	58	30	Nangamessi.														
—	—	—	215	198	100	74	44	Laboean-Hadji.													
—	—	—	215	210	100	88	58	14	Ampenan.												
—	—	—	215	215	107	99	68	25	11	Boeleleng.											
—	—	—	215	215	113	100	76	32	18	10	Banjoewangi.										
—	—	—	225	215	131	108	97	53	39	28	21	Soerabaja.									

Rates of Passage-Money in Guilders.

2nd class.

Soerabaja.

60.-	Timor-Koepang.																				
129.-	81.-	Merauke.																			
135.-	96.6	18.6	Thursday-Island.																		
—	—	—	18.6	Merauke.																	
—	—	—	82.8	67.2	Timor-Deli.																
—	—	—	96.6	81.-	16.8	Timor-Koepang.															
—	—	—	112.2	96.6	34.8	18.-	Nangamessi.														
—	—	—	129.-	118.8	60.-	44.4	26.4	Laboean-Hadji.													
—	—	—	129.-	126.-	60.-	52.8	34.8	8.4	Ampenan.												
—	—	—	129.-	129.-	64.2	59.4	40.8	15.-	6.6	Boeleleng.											
—	—	—	129.-	129.-	67.8	60.-	45.6	19.2	10.8	6.-	Banjoewangi.										
—	—	—	135.-	129.-	78.6	64.8	58.2	31.8	23.4	16.8	12.6	Soerabaja.									

Rates of Passage-Money in Guilders.

Soerabaja.

12.5	Timor-Koepang.				4 th class.						
26.9	16.9	Merauke.									
28.1	20.1	3.9 Thursday-Island.									
—	—	3.9 Merauke.									
—	—	—	17.3	14.-	Timor-Deli.						
—	—	—	20.1	16.9	3.5	Timor-Koepang.					
—	—	—	23.4	20.1	7.3	3.8	Nangamessi.				
—	—	—	26.9	24.8	12.5	9.3	5.5	Laboean-Hadji.			
—	—	—	26.9	26.3	12.5	11.-	7.3	1.8	Ampenan.		
—	—	—	26.9	26.9	13.4	12.4	8.5	3.1	1.4	Boeleleng.	
—	—	—	26.9	26.9	14.1	12.5	9.5	4.-	2.3	1.3	Banjoewangi.
—	—	—	28.1	26.9	16.4	13.5	12.1	6.6	4.9	3.5	2.6 Soerabaja.

3rd class fare = 1/5 of 1st class rates.

SERVICE 11A.

1st class.

Macassar.

31	Bima.										
67	36	Endeh (Flores).									
100	71	35	Timor-Koepang.								
115	100	69	34	Timor-Deli.							
154	128	100	—	45	Larentoeka.						

Soerabaja.

21	Banjoewangi.										
28	10	Boeleleng.									
39	18	11	Ampenan.								
53	32	25	14	Laboean-Hadji.							
62	41	34	23	10	Sumbawa.						
100	88	81	70	56	47	Macassar					

Rates of Passage-Money in Guilders.

2nd class.

Macassar.

18.6	Bima.				
40.2	21.6	Endeh (Flores).			
60.-	42.6	21.-	Timor-Koepang.		
69.-	60.-	41.4	20.4	Timor-Deli.	
92.4	76.8	60.-	—	27.-	Larentoeka.

Soerabaja.

12.6	Banjoewangi.				
16.8	6.-	Boeleleng.			
23.4	10.8	6.6	Ampenan.		
31.8	19.2	15.-	8.4	Laboean-Hadji.	
37.2	24.6	20.4	13.8	6.-	Sumbawa.
60.-	52.8	48.6	42.-	33.6	28.2
					Macassar.

4th class.

Macassar.

3.9	Bima.				
8.4	4.5	Endeh (Flores).			
12.5	8.9	4.4	Timor-Koepang.		
14.4	12.5	8.6	4.3	Timor-Deli.	
19.3	16.-	12.5	—	5.6	Larentoeka.

Soerabaja.

2.6	Banjoewangi.				
3.5	1.3	Boeleleng.			
4.9	2.3	1.4	Ampenan.		
6.6	4.-	3.1	1.8	Laboean-Hadji.	
7.8	5.1	4.3	2.9	1.3	Sumbawa.
12.5	11.-	10.1	8.8	7.-	5.9
					Macassar.

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICES 12 and 13 (South).

1st class.

Macassar.

2nd class.

Macassar.

53.4	Amboina.			
62.4	Banda.			
100.2	Toeal and Elat.			
111.-	Dobo.			
136.2	Merauke.			
—	Toeal and Elat.			
—	Banda.			
—	Amboina.			
234.-	Macassar.			

Rates of Passage-Money in Guilders.

4th class.

Macassar.

11.1	Amboina.				
13.-	2.8	Banda.			
20.9	12.9	9.5		Toeal and Elat.	
23.1	13.5	12.1	2.1	Dobo.	
31.6	21.8	18.9	12.1	10.-	Merauke.
—	—	—	—	16.8	—
—	—	30.8	—	20.5	—
—	31.6	—	—	23.4	—
48.8	—	—	—	28.8	—
				16.-	13.- 11.1
					Macassar.

3rd class fare = 1/5 of 1st class rates.

SERVICE 13 (North).

1st class.

Amboina.

68	Ternate.		
138	94	Doreh.	
202	144	75	Humboldts-bay.

2nd class.

Amboina.

40.8	Ternate.		
82.8	56.4	Doreh.	
121.2	86.4	45.-	Humboldts-bay.

4th class.

Amboina.

8.5	Ternate.		
17.3	11.8	Doreh.	
25.3	18.-	9.4	Humboldts-bay.

3rd class fare = 1/5 of 1st class rates.

Rates of Passage-Money in Guilders.

SERVICE K.

Macassar.

100		Banda.		1 st class.			
107	19	Amboina.					
163	84	58	Ternate.				
202	112	104	42	Gorontalo.			
235	149	126	77	37	Menado.		
235	173	150	106	65	Soemalata.		
235	178	155	106	71	—	10	Palehleh.
237	182	160	106	76	—	11	10 Bwool.
293	—	—	171	129	—	87	81 Macassar.

Macassar.

60.-		Banda.		2 nd class.			
64.2	11.4	Amboina.					
97.8	50.4	34.8	Ternate.				
108.5	67.2	56.-	25.2	Gorontalo.			
120.5	85.-	75.6	38.5	22.2	Menado.		
141.-	103.8	90.-	63.6	39.-	—	Soemalata.	
141.-	106.8	93.-	63.6	42.6	—	6.-	Palehleh.
142.2	109.2	96.-	63.6	45.6	—	6.6	6.- Bwool.
175.8	—	—	102.6	77.4	—	52.2	48.6 45.6 Macassar.

Rates of Passage-Money in Guilders.

Macassar.

		4 th class.						
12.5	Banda.							
13.4	2.4	Amboina.						
20.4	10.5	7.3	Ternate.					
25.3	14.-	13.-	5.3	Gorontalo.				
29.6	18.6	15.8	10.5	4.6	Menado.			
29.4	21.6	18.8	13.3	8.1	—	Soemalata.		
29.4	22.3	19.4	13.3	8.9	—	1.3	Palehleh.	
29.6	22.8	20.-	13.3	9.5	—	1.4	1.3 Bwool.	
36.6	—	—	21.4	16.1	—	10.9	10.1	
						8.7	Macassar.	

3rd class fare = 1/5 of 1st class rates.

SERVICE M.

1st class.

Macassar.

50	Donggala (Palos-bay).						
89	38	Bwool.					
94	44	10	Palehleh.				
100	50	11	10	Soemalata.			
109	78	40	34	28	Menado.		
136	104	67	61	59	27	Ternate.	
145	104	81	76	70	42	42	Gorontalo.

Rates of Passage-Money in Guilders.

2nd class.

Macassar.

30.-	Donggala (Palos-bay).						
53.4	22.8	Bwool.					
56.4	26.4	6.-	Palehleh.				
60.-	30.-	6.6	6.-	Soemalata.			
65.4	46.8	24.-	20.4	16.8	Menado.		
81.6	62.4	40.2	36.6	35.4	16.2	Ternate.	
87.-	62.4	48.6	45.6	42.-	25.2	25.2	Gorontalo.

4th class.

Macassar.

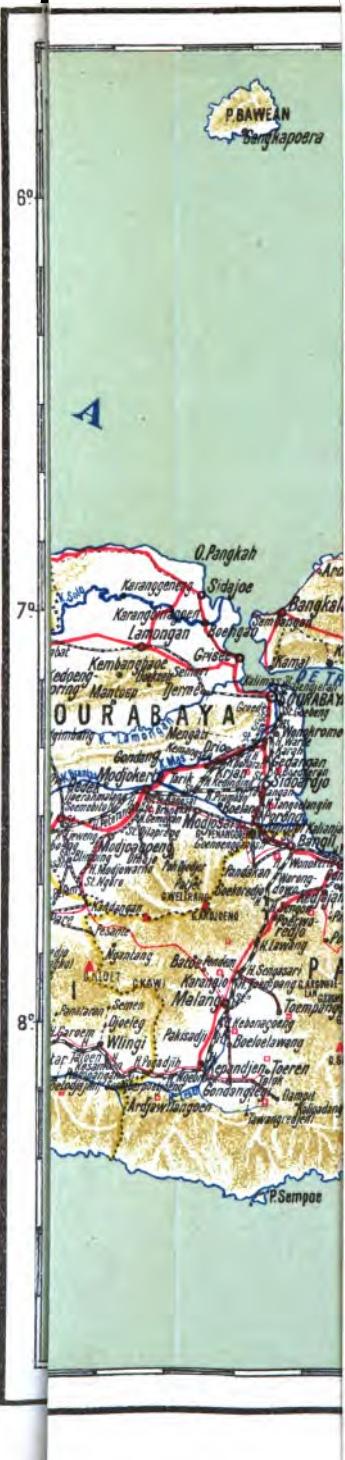
6.3	Donggala (Palos-bay).						
11.1	4.8	Bwool.					
11.8	5.5	1.3	Palehleh.				
12.5	6.3	1.4	1.3	Soemalata.			
13.6	9.8	5.-	4.3	3.5	Menado.		
17.-	13.-	8.4	7.6	7.4	3.4	Ternate.	
18.1	13.-	10.1	9.5	8.8	5.3	5.3	Gorontalo.

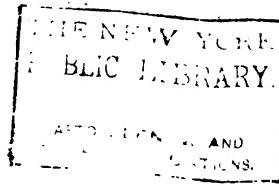
3rd class fare = 1/5 of 1st class rates.

Handling, warehousing, insurance of luggage and furniture.

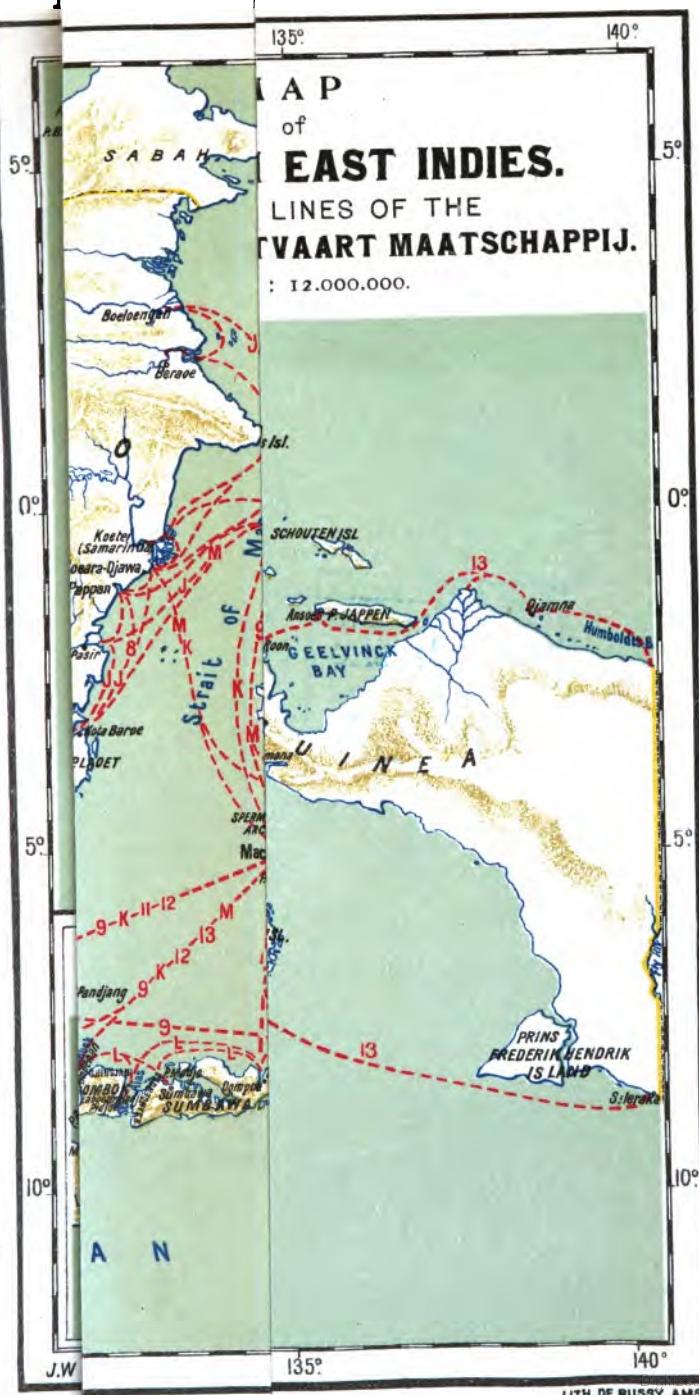
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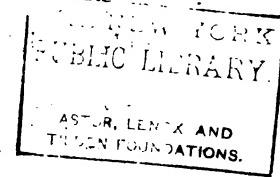
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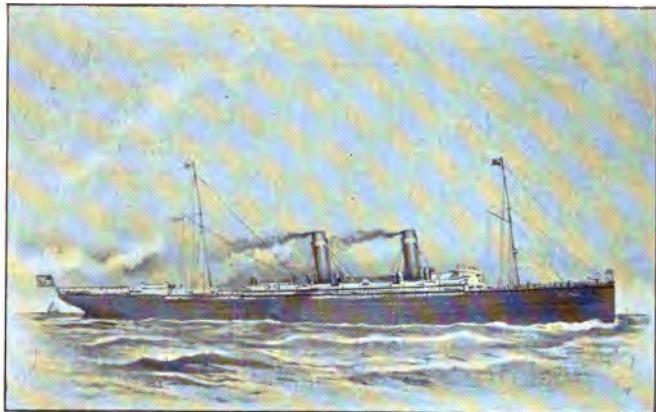
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Tabel No. 1a (I) en 1b (I).

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Maandelijsche Premiën ter verzekering van **1000 Gulden**, betaalbaar na het overlijden van den persoon, op wien de verzekering is gesloten.

Tabel 1a (I).

Tabel 1b (I).

Leeftijd.	PREMIEBETALING GEDURENDE						
	het leven.	5 jaar.	10 jaar.	15 jaar.	20 jaar.	25 jaar.	30 jaar.
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35	3.00	8.94	5.10	3.95	3.50	3.26	3.19
40	3.58	9.95	5.73	4.48	4.02	3.78	3.73
45	4.30	11.02	6.43	5.09	4.61	4.40	

VOORBEELD. Iemand oud 25 jaar, die na 20 jaar van verdere premiebetaling bevrijd wenscht te zijn, betaalt voor elke f 1000,— uit te keeren na zijn overlijden, f 2.64 's maands gedurende 20 jaar. Na dien tijd houdt de premiebetaling op en blijft de Polis toch van kracht.

Tabel No. 8 (I).

GEMENGDE VERZEKERING VAN KAPITALEN OP ÉÉN LEVEN.

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30	17.47	8.28	5.42	4.18	3.46	3.11
35	17.62	8.47	5.64	4.44	3.77	3.46
40	17.79	8.69	5.92	4.77	4.16	3.91
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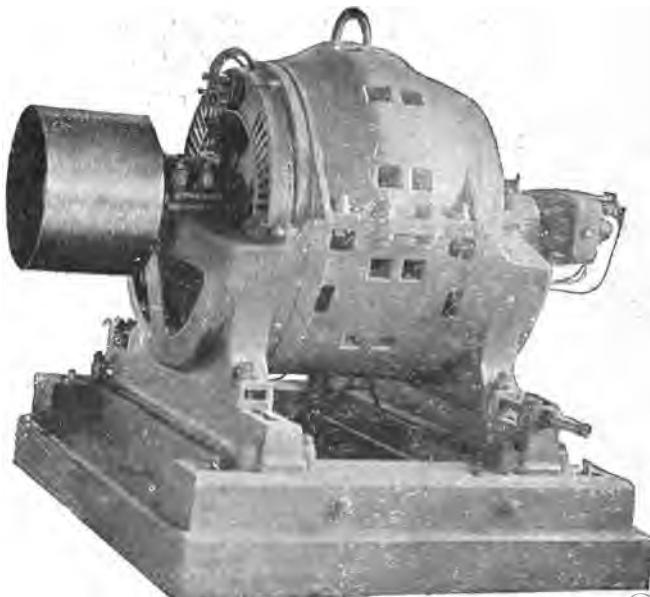
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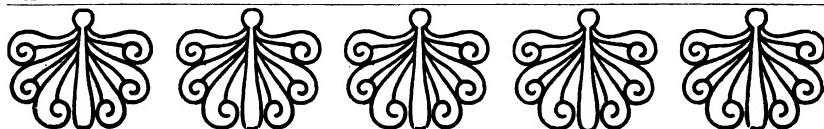


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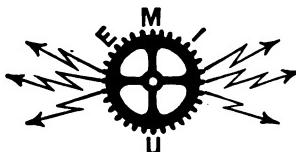


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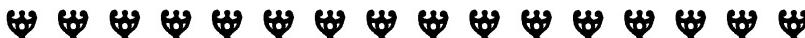
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